Supplied.

ILOULO, PHILIPPINE, ISLANDS.

NEW SERIES No. 1419. 日五十月二十年五十二緒光 MONDAY, JANUARY 15, 1900.

號五十月正英港香 一拜祖

Untimations.

DODWELL & Co., LIMITED, General Managers. THIRTY DOLLARS

PER ANNUM.

Banks.

VOKOHAMA SPECIE BANE, EIMITED. ESTABLISHED 1880.

CAPITAL PAID-UP ..... Head Office r - YOKOHAMA. Branches and Agencies. TOKIO. NAGASAKL NEW YORK. LYONS

HONOLULU.

· SHANGHAL. BOMBAY. NEWCHWANG. THENTSIN. THE LONDON JOINT STOCK BANK, LD. PARŘS' BANK, LD. THE UNION BANK OF LONDON, LD. HONGKONG AGENCY .-- INTEREST ALLOWED, On Current Account at the rate of 2 per cent.

SAN FRANCISCO.

per Annum on the Daily Balance. On fixed deposits for 12 months at 5 per cent.

Hongkong Manager, Hongkong, 4th January, 1905. THE NATIONAL BANK OF CHINA, LIMITED. · HEND OFFICE: -- HONGKONG.

Board of Directors !--Chan Kit Shan, Esq. D. Gillies, Esq. Chow Tung Shang, Esq. J. T. Lauts, Esq. Chief Manager, GEO. W. F. PLAYFAIR. Interest for 12 months Fixed ...... 5 % Hongkong, 20th December, 1899.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA. INCORPORATED BY ROYAL CHARTER, 1853. THEAD OFFICE :-- LONDON. RESERVE LIABILITY OF SHARE! TNTEREST ALLOWED ON CURRENT ACCOUNT at the Rate of 2 per cent, per annum on the Daily Balances.

On Fixed Deposits for 12 months ... 4 per cent. T. H. WHITEHEAD, Manager, Hongkong. Hongkong, 20th May, 1898.

IMPERIAL BANK OF CHINA. ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896. Shanghai Taels. SUBSCRIBED CAPITAL ..... 5,000,000

PAID-UP CAPITAL ..... 2,500,000 Head Ofice :- SHANGHAL Reanches and Agencies. CANTON. PEKING. SINGAPORE. CHEFOO.

SWATOW CHINKIANG. TIENTSIN. FOOCHOW HANKOW. THE Bank purchases and receives for collection Bills of Exchange drawn on the above

places, and Sells Drafts and Telegraphic Transfers, Payable at its Branches and Agencies. HONGKONG BRANCH. Advances made on approved securities. Bills discounted.

INTEREST ALLOWED ON DEPOSITS. 3 % per Annum Fixed Deposits for 3 months. E. W. RUTTER, Acting Manager.

Hongkong, 21st November, 1899. LIONGKONG AND SHANGHAI BANKING CORPORATION. RESERVE LIABILITY OF PROPTORS.\$10,000,000

COURT OF DIRECTORS: R. M. GRAY, Esq. Chairman. N. M. Siens, Esq., Deputy Chairman. -David Meyer Moses, Esq. A. McConachie, Esq. E. Goetz, Esq. A. J. Raymond, Esq. A. Haupt, Esq. P. Sachse, Esq. R. H. Hill, Esq. The Hon. J. J. Keswick. R. Shewan, Esq. CHIEF MANAGER: Hongkong-Sir THOMAS JACKSON.

Shanghai-J. P. WADE GARD'NER, Esq. . LONDON BANKERS-LONDON AND COUNTY BANKING COMPANY, LIMITED. HONGKONG-INTEREST ALLOWED: On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS: For 3 months, 24 per Cent. per Annum. For 6 months, 34 per Cent. per Annum. For 12 months, 4 per Cent. per Annum.

THOMAS JACKSON, Chief Manager. Hongkong, 16th October, 1899.

HONGKONG SAVINGS BANK. THE Business of the above Bank is conducted BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 31 PER CENT. per annum. Depositors may transfer at their option balances of broom more to the HONGKONG AND SHANGHAL BANK to be placed on FIXED

DEPOSIT at 4 PER CENT. per annum. For the HONGKONG AND SHANGHAI BANKING CORPORATION, T. IACKSON,

Chief Manager. Hongkong, 1st August, 1895.

GREEN ISLAND CEMENT COMPANY LIMITED.

PORTLAND CEMENT. per Cask of 375 lbs. Net ex Godown,

SHEWAN, TOMES & CO., General Manageri Hongkong, 11th December, 1899.

Untimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

REMARKS LONDON, &c...Massilia\*.....C. Gadd........Noon, 20th Jan..... Freight or Passage. LONDON ........ Rombay .......G. M. Montford, R.N.R.Sabout 25th Jan ...... Freight or Passage. MARSEILLES & LONDON (PARRAMATTA ...... 31st March) Freight or Passage. \* (See Special Advertisement). † (Passing through the Inland Sea).

For Further Particulars, apply to

Hongkong, 12th January, 1900.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG; PORTS IN THE LEVANTE, BLACK SEA AND BARTIC PORTS :

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS:

Steamers will call at SOUTHAMPTON to land Passengers and Luggage. N.B. - Cargo can be taken on through Bills of Lading for the Principal Places in Russia. PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMPRS. . KARLSRUHE .................WEDNESDAY, 24th January. SACHSEN ..... WEDNESDAY, 7th February. WEDNESDAY, 18th April. SACHSEN ......WEDNESDAY, 13th June. OLDENBURG ..... WEDNESDAY, 27th June. BAYERN ......WEDNESDAY, 11th July. ON WEDNESDAY, the 24th day of January, 1900, at Noon, the Steamship "KARLSRUHE," of the NORDDEUTSCHER LLOYD, Captain G. Dannemann, with

MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at Shipping Orders will be granted till NOON, on MONDAY, the 22nd January, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 23rd January, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 23rd January.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50

and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

Hongkong, 10th January, 1900.

MELCHERS & CO.,

AGENTS.

MANDOLINES,

TROMBONES. EUPHONIUMS. CLARINETS, &c.

SNAP!

CIVEN BY TAKING

WATKINS' HYPOPHOSPHITES.

Wathing, Winter,

66, QUEEN'S ROAD CENTRAL.

THE WEST POINT BUILDING CO.,

LIMITED.

VENTH ORDINARY MEETING of

SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria

Buildings, on WEDNESDAY, the 24th January, 1900, at 11.30 o'clock A.M. for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending.

The Register of Shares of the Company will

he CLOSED from MONDAY, the 15th January

to WEDNESDAY, the 24th January, (both days

inclusive), during which period NO Transfer of

THE HONGKONG LAND INVESTMENT

AND AGENCY COMPANY,

LIMITED.

OTICE is hereby given that the TWELFTH ORDINARY MEETING

of SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria

Buildings, on WEDNESDAY, the 24th January,

1900, at 12 o'clock NOON, for the purpose of

receiving the Report of the Directors together

with Statement of Accounts for the year ending

31st December, 1899. The Register of Shares of the Company will

he CLOSED from MONDAY, the 15th January

to WEDNESDAY, the 24th January, (both days inclusive) during which period NO Transfer of

EUROPEAN CLERK WANTED.

Services of a EUROPEAN CLERK, Age

about 40. Married man preferred. Liberal.

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions

to Sell by

PUBLIC AUCTION.

FOR ACCOUNT OF THE CONCERNED,

MONDAY, the 22nd January, 1900, at 3 P.M.; at their Sales Rooms, Ice House Street.

THE VALUABLE PROPERTY KNOWN AS .

"DUNNOTTAR."

Potice of Firms.

THE WANCHAI GODOWNS.

WE the Undersigned have This Day been appointed AGENTS for the above

Godowns, all Applications for Storage of Goods should be made to us.

THE WANCHAI GODOWNS.

WE have This Day appointed Messrs.
T. RAUCHENSTEIN & CO. to be

AGENTS for the above Godowns, all Applica-

Hongkong, 3rd January, 1900.

T. RAUCHENSTEIN & CO.

12, Beaconsfield Arcade.

TANG LAP TING

Messrs. LINSTEAD & DAVIS,

HUGHES & HOUGH,

Auctioneers.

on Rural Building Lot No. 20.

For futher Particulars, apply to

Hongkong, 13th January, 1900.

THE HONGKONG AND KOWLOON WHARE & GODOWN CO. require the

A. SHELTON HOOPER,

Secretary.

EDWARD OSBORNE,

Secretary

By order of the Board of Directors,

Hongkong, 3rd January, 1900.

Salary to an Experienced Man. Apply by Letter to-

Hongkong, 8th January, 1900.

Shares can be registered.

A. SHELTON HOOPER,

Secretary to

and Agency Co., Limited,

The West Point Building Co.,

Limited.

General Agents for

The Hongkong Land Investment

By order of the Board of Directors,

Hongkong, 3rd January, 1900.

ust December, 1899.

Shares can be registered.

ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,

UNITED ASBESTOS CO., LD., LONDON, CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE Best Qualities of ASBESTOS GOODS and PACKINGS.

HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.

"VICTOR" METALLIC BOILER JOINTS.

"VICTOR" METALLIC BOILER JOINTS.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the Best qualities.

ESTIMATES given for every DESCRIPTION of WORK.

CHIEF SUPERINTENDENT......THOMAS SKINNER. DODWELL & CO., LIMPTED, General Managers.

PEAK HOTEL

CRAIGIEBURN. THE PEAR HOTEL is situated at VICTORIA GAP, adjoining the TRAMWAY TERMINUS, CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAK

Eine Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer with perfect protection against the North East Winds in Winter. Well appointed rooms, attentive service and excellent Cuisine.

A. MOIR, CITY OFFICE, 7, Duddell Street. Hongkong, 31st October, 1899.

WINE AND SPIRIT MERCHANTS.

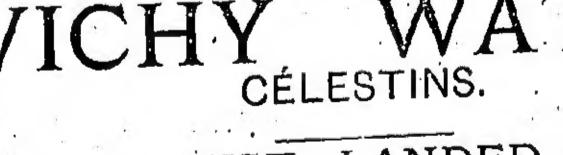
PURE, SPARKLING, INVIGORATING AND HEALTHGIVING.

"Undoubtedly the best Beer that has yet been brewed in America." PRICE Per Case of 6 dozen PINTS ...... \$13.50 net.

Sole Agent for Hongkong and South China: WATSON & Co., LIMITED. Established A.D. 1841.

IND COOPES per Cask of 8 doz. Pts. BASS

12, QUEEN'S ROAD. Hongkong, 6th December, 1899.



A FRESH SUPPLY OF

KNOWN AND EXCELLENT WATER.

CALDBECK, MACGREGOR WINE AND SPIRIT MERCHANTS,

15, Queen's Road.

MOK KUN HUI. MOK YEUK LIM.

# To-day's Adbertisements.

NAVAL YARD, HONGKONG.

TARTSMAN required with experience of either CIVIL ENGINEERING or ARCHITECTURAL WORK.

Application's to be made by Letter only, addressed to DIRECTOR OF WORKS DEPT. Naval Yard, Hongkong, and to state Nationality and Age of Applicant, Previous Experience, and Pay required.

Hongkong, 15th January, 1900.

PUBLIC AUCTION.

BY ORDER OF THE REGISTRAR OF THE SUPREME COURT.

THE Undersigned will Sell by PUBLIC AUCTION,

> FRIDAY, the 19th January, 1990. at Noon,

at their Sales Room, Ice House Skeet. Several BICYCLES, TYPEWRITERS, one FILTER, one CHUBB'S SAFE, one BLACK-SMITH'S FORGE and a Quantity of MECHANICS' TOOLS, &c., &c.

Execution, the Property of E. MERGENTHALER, No. 1, I'ce House Lane.

TERMS: - As Usual. HUGHES & HOUGH, Government Auctioneers. Hongkong, 15th January, 1900.

## PUBLIC AUCTION.

THE Undersigned will Let by PUBLIC

TUESDAY, the 23rd January, 1900, at 3 P.M., on the Spot.

The SEVERAL LOTS numbered 1 to 19 on Plan to be seen at the Augmonter's Office. for Erection of Booths and Matsheds on the Government Ground adjoining the Race Course, North of the Grand Stand enclosure. TERMS :- As Usual.

For Conditions of Sale, apply to HUGHES & HOUGH, Auctioneers.

Hongkong, 15th January, 1900. [62b]

FOR KOBE (DIRECT.) THE Steamship

"KONOURA-MARU," will be despatched for the above port on WEDNESDAY, the 17th instant, at 4 P.M. For Freight, apply to

DODWELL & CO., LIMITED. Hongkong, 15th January, 1900

"BEN" LINE OF STEAMERS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship "BENLOMOND," Captain McIntosh, will be despatched as above on or about THURSDAY, the 25th instant.

For Freight, apply to GIBB, LIVINGSTON & Co.,

Hongkong, 15th January, 1900.

FOR NEW YORK VIA SUEZ CANAL. THE Steamship

will be despatched for the above Port about the End of January, and will be followed S.S. "BIRCHTOR" and "ST. REGULUS."

For Freight, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 15th January, 1900.

## THE CHINA MUTUAL STEAM NAVIGA TION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL. THE Company's Steamship

"HYSON." having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods,

are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark, by mark, and delivery can be obtained as soon as the goods are landed. Goods not cleared by the 22hd instant, at

Noon will be subject to rent. No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ton days after the vessel's arrival here, after which no claims will be recognised.

Optional Goods will be landed here unless 3 P.M., TO-DAY. JARDINE, MATHESON & Co.,

Hongkong, 15th January, 1900.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

ONSIGNEES of CARGO per Steamship

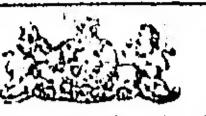
"ONSANG," are hereby notified that their Goods are at their risk being discharged into Lighters and/ or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from Godowns, upon countersignature of Bills

Goods remaining unclaimed after the 22nd instant will be subject to rent.

No Fire Insurance has been effected. J. S. VAN BUREN,

Hongkong, 15th January, 1900.

# Intimation.



A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

## WINE AND SPIRIT MERCHANTS.

PORTS. (For Invalids and General Use.)

B.—VINTAGE, superior quality, · Red Capsulé......\$14.40 C.--FINE, OLD VINTAGE, Sup-

re erior quality; Black Seal Capsule ...... 16.20 D. WERY FINE OLD VINTAGE extra superior, Violet

Capsule (Old Bottled) 20.40

Port after removal should be rested Seized under Distraint for Reht and Writ of for a month before use. Wine re- coast and in the N. part of China sea. Forkquired-for-drinking-at-once-should-beordered to be decanted at the Dispensary before being sent out These Wines are too favourably

> Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

known to need comment.

We only guarantee our Wines and Spirits to be genuine when bough direct from us in the Colony or from our authorized Agents at the Coast

A. S. WATSON & CO., LIMITED. THE HONGKONG DISPENSARY.

BIRTHS. At Woodbury, Garden Road, Kowloon, on the 14th January, the wife of Staff Surgeon W. G. K. BARNES, R.N., H.M.S. Undaunted, of a

At Shanghai, on the 10th of January, the wife of H. BÖRNER, of a daughter.

At the English Presbyterian Mission, Swatow on the 26th of December, the Rev. H. I. MACKENZIE, M.A., D.D.

At 1A, Rifle Range Road, Shanghai, on the

# The Pougkong Celegraph

Hongkong, Monday, January 15, 1900.

## REUTER'S TELEGRAMS.

REUTER'S SERVICE. THE WAR.

General White's Losses at the Boer Attack on Ladysmith

6th Instant. LONDON, January 12th. The Daily News learns that General

White's losses, on the 6th instant were 13 Officers killed and 34 wounded and 800 men killed and wounded. . .

General Lord Methuen's Health. It is stated that General Methuen injured his spine by a fall from his horse when he was wounded.

Movements of General Buller. General Buller telegraphs from Springfield

11th instant that he has occupied the South bank of the Tugela river at Potgeiters drift and seized the pont (sic). The river is in flood and the enemy strongly entrenched 44 miles to the North, harman in the second

KILLED.

The following were killed at Ladysmith or the 6th instant. Col. Dick-Cunynham o the Gordons, Majors Bowen of the Rifles, Mackworth of the West Surrey's and Miller-Walnatt of the Gordons, Capt. Larone of the Devons, Lieutenants Hill, 5th Lancers, instructions are given to the contrary before Adams and Pakiman, Imperial Horse, Jones and Denniss, Engineers, Walker Somersets, Raikes, Rifles, Hall, Rifle Brigade, and another, name undecipherable.

, Casualties at Ladysmith. The Official Report of casualties at Ladysmith (? on 6th instant) gives 135 men killed and 2.4.4 wounded. The Earl of Ava is reported to have died of his wounds.

> VOLUNTEERS. LONDON, January 4-3th.

Lord Strathcona's offer to equip and maintain in the field 400 Mounted Canadians has been accepted.

Germany's Neutrality.

Krupp has been requested to desist-from any intended despatch of shells to England since such would be incompatible with Ger-[f | many's strict neutrality.

Death of Earl of Ava.

The death of the Earl of Ava is confirmed.

HONGKONG VOLUNTEER GAZETTE SERVICE. Departure of the City Imperial Volunteer.

LONDON, January 14th. The first detachment of the City Imperial Volunteers left London amidst indescribe able enthusiasm. The streets were blocked with surging thousands.

The Casualties Ladysmith. The undecipherable name of the Lieutenant killed at Ladysmith on the 6th instan is N. M. Tod, of the Scottish Rifles.

RUSSIA.

The Tsar's rescript to Count Mouravieff warmly thanks him for his ability and devotion in realizing the Tsar's aim to secure the benefits of a real and durable peace to all peoples. The Tsar also alludes with satisfaction to the arrangements concluded with China and the understanding with Britain and Japan.

## WEATHER REPORT.

The Observatory report says:-On the 14th at 11.55 a.m. the barometer has risen quickly on the E. coast of China. A high pressure area lies over N. China, and gradients are steeper with freshening monsoon on the

CAST :- N. winds, freshening ; dine. On the 15th at 11.50 a.m. barometric changes are slight. The high pressure area remains gentral over N. China. Gradients moderate to rather steep, with very strong monsoon on the coast and in the N. part of the China Sea. FORECAST :- Fresh N. to N.E. winds; fine.

# LOCAL AND GENERAL.

ORDERS-in-Council are published in the Gazette authorising an extention of the Mount Davis Cemetery and an extention of the cemetery near Mautauwei, in British Kowloon.

H. E. Wu, substantive Grain Intendant Kiangsu and Anhui and acting Provincial Treasurer-designate of this province, arrived at Shanghai on the 10th instant, from Nanking en route for Soochow to take over the seals of the post from Lu Yuan-ting, who is to take over the Governorship of Kiangsu from Lu Ch'uan-

A FATAL boat accident occurred recently at Wuhn. One of the coasting steamers had finished loading for the South and the coolies left the vessel in a native boat. They had not proceeded far when a snow squall struck them and the boat which was grossly overcrowded turned turtle. All, numbering some twenty-odd men, were drowned.—N. C. D. News.

"BONAVENTURE" spells success, says the N.C. D. News, of 11th inst. Her company had a crowded house again last night, and every "turn" was received, as it deserved, with rounds | of which \$10 only will be called up, as before, of hearty applause, nothing being more enjoyed than the answer to the question wherein does oth of January, BENJAMIN HENRY, the beloved the Bonaventure differ from one of her mid-infant son of B. Wanstall. shipmen. It was a capital performance wound up by a lively supper given to the company on

IT is notified in the Gazette that His Excellency the Governor has given his assent, in the name and on behalf of the Queen, to Ordinance No. 36 of 1899, an Ordinance to consolidate and amend the Laws relating to Merchant Shipping, the duties of the Harbour Master, the control and management of the waters of the Colony, and the regulation of vessels navigating the same. The Ordinance, with its appendices, occupies 63 pages of the Gazette.

FROM the Extract of Meteorological Observations for December, published in the Gazelle, we learn that, the maximum temperature of the month was 78,3°, on the 12th, and the minimum 54°, on the 1st, the mean being 71.2° or 8.8° above the average. The rainfall amounted to 1.79 inches, rain falling on six days. The sun was totally obscured on one day only, the 20th, and there were 172.9 hours of sunshine recorded. The prevailing direction of the wind

Hts Excellency Major General Gascoigne, C.M.G., held his annual inspection of the Royal Engineers last Saturday morning. After the men had been put through a few manauvres he had them formed up and expressed the great satisfaction that the corps had given him, not. only by what he had seen of them as soldiers but as regards their work; which the gallant, general expressed as the most important portion of their multitudinous duties. He was sorry to have to inform them that their Colonel was to leave them in a few days, having to retire under the Age clause. Colonel Elsdale, R.E., it will be remembered, gave a lecture, before the Odd Volumes Society on "Our National Characteristics," last year.

THIS morning at the Supreme Court the Hon. H. E. Pollock (Acting Attorney-General) introduced Mr. Charles James Nayler and asked his Lordship to admit him to practice at the bar of the Hongkong Supreme Court. He said that the application was supported by two affidavits, one by the applicant himself and the other by Mr. McLennon. Mr. Nayler had practiced in Bombay from 1892-to 1894, when he entered into practice at the Consular Court at Siam, from which place he had come to Hongkong. Mr. McLennon's affidavits stated that he had known Mr. Nayler at Bangkok. Th usual certificates were attached.

His Lordship said that as the necessary documents had been filed, the certificate showing that Mr. Nayler had been admitted into the and called to the bar on the 18th March, 1891, he had much pleasure in approving of the application and admitting him as barrister in the Supreme Court of this Colony.

of Poonah.

THE CHINA PROVIDENT LOAN AND MORTGAGE COMPANY, LD.

At noon on Saturday the third ordinary annual meeting of the shareholders in the above company took place at their offices, No. 9 Praya Central. The following gentlemen were present :- Mr. Shewan (Chairman), Messrs. Van Buren, Chow Hing Ki, Chou Tung Shang (Directors), C. Ewens, A. G. Morris, E. Kelly, J. C. Remedios, F. M. Guttieres, A Babington, A. Ramjahn, H. W. Dann, F. J. V. Jorge, Cheung King Ting and Fung Wa-chun.

After the notice of the meeting had been The Chairman said :-- Gentlemen, as you are already familiar with the Report and Accounts we will take them as read. The Accounts are so very simple that there is nothing in them that requires explanation except perhaps the small item of furniture which has risen from \$91 ast year to \$1,000 this year. It represents merely a new safe which cost some \$1,100 and the necessity for which in a business like ours is obvious. We have gone carefully over all our loans on mortgages and are quite satisfied with them all. The general rise in value of Real Estate which has taken place during the year has of course strengthened our position, over and above that do not forget that the margin on them increases with every monthly payment. As regards the result of the year's working I am sure your will all agree with me that we should be well content with it, especially considering how we have been hampered for want of sufficient funds. This question of obtaining futher funds has now become a very urgent one for, as you see, practically the whole of our Capital of \$500,000 is now placed in Provident loans, leaving us nothing available for ordinary advances on goods, etc. for which there are always heavy demands on us. This is a good and remunerative part of our business, but we cannot retain our hold of it if we have to say "No" every time to our customers as we are doing at present. As you all know there are often times when heavy rates of interest will be paid in this money market for short loans on first class securities and a large business in always to be done in advances on merchandise in godown There is however, one objection to the latter, namely the absolute reliability of the godown warrant and unless the goods and godown are under our full control we are very chary of making advances. So far, we have worked this branch by making use the General Managers' godowns, but it is evident that the volume of business to be done in this way is more then enough to fill large godowns of our own, and of course by owning instead of renting warehouses we should make the profit on the charges for ourselves, and, moreover, there is nothing to prevent our acting as simple warehousemen, godown accommodation being still far from ample in this Colony. That this alone should pay us handsomely we are satisfied from our own knowledge and experience of the demand for storage room, and it is confirmed by the success which has attended the Chinese godowns companies which were started not long ago. course, the demand for loans on house property is by no means filled, but I want to make it clear to you that outside of that there is a large field for our operations, and that we are only crippling our present business and throwing away good chances of more by not increasing our resources. It is plain that we can-

not look for much at present from our issue of debentures, although they are certainly a form of investment which should be in favour with all investors who make security their chief desideratum, and we have, therefore, decided to make fresh issue of capital. We do not propose to call up the unpaid capital, but shall issue a further 50,000 shares of \$20 each, in instalments of \$5 at a time. Some of this additional capital will be used for provident loans, but the bulk of it we will employ in obtaining land and building godowns and makin advances on merchandise stored with us. Advances on shares come more within the province of banking, and will, therefore, not be pushed by us, but advances on goods is a business we believe that the banks here are not in favour of doing, and in that respect we count upon filling a want. To effect this increase of capital the usual extraordinary meet-

ings will be called, of which you will receive due notice. It has been suggested that the general managers, in view of the increased turnover, might, when the capital is enlarged as proposed, see their way to reduce their present commission, and to this they are quite ready to assent. The present commission of 8 per cent, cannot, I think be considered very heavy but to encourage this further issue of capital and to meet the views of shareholders the general managers will reduce their commission to sper cent, when the new capital is subscribed, which is certainly a very substantial concession indeed. Of course, the new shares will be offered to the present shareholders in proportion to their holdings, but I may say that the venders of the land we have in view for a godown are anxious to take payment for a considerable proportion in shares instead of cash, so the new issue may be regarded as guaranted already to a certain extent. If any

I shall be pleased to answer them before moving the adoption of the report and accounts. No questions being asked, the report and accounts were adopted, on the motion of the

of the shareholders have any questions to ask

Chairman, seconded by Mr. Van Buren. On the motion of Mr. Kelly, seconded by Mr. George, Messrs. Van Buren, Lewis, Chow Tung Shang, and Chow Hing Kee were elected consulting committee for the ensuing year. On the motion of Mr. Fung Wa Chun,

seconded by Mr. Ewens, Messrs. F. Henderson and W. H. Potts were re-elected auditors. The Chairman—That is all the business gentlemen. The dividend warrants will not be ready, till, Wednesday. They will take some

## THE WANCHAI WAREHOUSE AND STORAGE CO., LIMITED.

This afternoon the ninth ordinary general meeting of the above company was held at the office of their General Managers (Messrs Meyer & Co), No 9, Queen's Road Central. The following gentlemen were present :- Mr. F. G. Schroter (Chairman), Messrs. Shelton Hooper, J. Orange, F. Henderson, O. V. D. Heyde, G. E. Huygen, Kroll, Kwok Lum, C.

ceived some days ago the report and accounts not find any comment necessary to the accounts, they have been drawn up in the same old Chinese custom and hard to combat. way as before and they are very simple. The been held by our architects, Messrs. Palmer and be in a fair state of repair, internally the same Inner Temple on the 17th November, 1890, as when they were leased but they found some external repairs necessary. Particulars of these Godown Co. who liave confirmed already in writ-Mr. Nayler is the son of J. R. Nayler, Esq., nance and you will have seen from the news- off to pay a visit to the General and to the

beginning of this year on a basis of rents which show a reduction on those in the first draft of the Bill. Our Company will now become liable to a yearly payment of probably \$480 for pierrent. As previously intimated this outlay will be met by the Kowloon Godown Company during the whole period of their lease; this obligation has already been acknowledged by them. According to the Ordinance lease for the pier will be issued by the Government for a term of 50 years, and I have instructed our solicitors to apply for the same. Nothing else of interest occurs to me but

questions. No. questions being asked, the Chairman moved the adoption of the report and accounts and Mr. Orange seconded. Carried. Mr. O. V. De Heyde and Mr. G. E. Huygen seconded the re-election of Mr. Henderson as auditor.

shall be glad to answer if you have any

The Chairman thanked them for their attendance and said that the dividend warrants would be ready to-morrow.

# CINEMATOGRAPH ENTERTAIN-

MENT. IN AID OF THE "MISSUS AND KIDS FUND." Sine great writer once said that he pitied the poor man without a hobby; some people have most objectionable hobbies, some people whose hobbies are a joy to their friends are to be commended, but those who are enabled to amuse and instruct not only their friends but the public at large, as well as materially assisting a good fund by means of their hobby are most assuredly the people who deserve the greatest praise. Mr. Hatch, Member of Parliment for Gorton, Lancashire, must cer-

tainly come well up in the third category. His hobby is the cinematograph and at present, along with his clever assistant and companion, Mr. Stanley A. Millen, he is travelling through the Far East. Besides doing the business for which Mr. Hutch made this long voyage, hehas been able to take 78 cinematographic views. of the different places and peoples he has visited. It is his intention on arrival home, besides showing these to his friends, to use them in assisting him in his lectures, he being a lecturer of no mean repute, so we may expect to further benefit by his argusing interest in and knowledge of the capabilities of the Far East, which will greatly assist British interests in China. An exhibition, took place at the St. Andrew's Hall, and was organised by Captain May, Superintendent of Police, admittance free, but a contribution to be made in aid of the South African Fund. The number of persons present and the success of the exhibition may best be reckoned by the amount collected and passed over to Sir Thomas Jackson, who was present, towards the Fund, which amounted to no less than \$214.95. Mr. Ward played appropriate tunes on the piano while the views were being shown, and accompanied the vocalists. Mr. Millen operated the instrument," which was lighted by a small continuous current arc lamp, the electricity being derived from the batteries used to operate the lifts in Queen's Buildings, was kindly supplied by Mr. H. Wickham of the Electric Co.

At the conclusion the Hon. T. H. Whitehead moved a hearty votes of thanks to Mr. Hatch, Mr. Millen and Captain May, which was enthusiastically accorded.

We append the programme:—

CINEMATOGRAPH PICTURES, &c.

Shown by the kind permission of
E. F. G. Hatch, Esq., M.r. I. Boys Sliding on Ice.
FII. Train entering a station.
Lil. Launching the Lifeboat. IV. Skirt Dancing Song .- " Oh promise me "- Mrs. Lawson. V. The Bull Fight. VI. The Confidence Trick. VIII. Paugi Song,-" Drinking "-Mr. Barrett, H.K.R. IX. The Baby's Toilet. View taken from the top of a Rallway Train, Cinderella. A good Story The Hill Posters. XXI. Croquet Party. XIV. Launch of a Torpedo Boat. A Carnival Procession in Paris. XVI, The Phantom Ride. ing .- " Children's Home "- Mrs. Lowson.

## XVII. Photographing a Ghost. XVIII. Changing guard at St. James's. XIX. Exchange is no Robbery. — XX. Snowballing. — ARRIVAL OF H.E. LI HUNG-CHANG.

His Excellency Li Hung-chang, who has been described as the Grand Old Man of China. arrived at Hongkong yesterday morning on: board the M. M. steamer Ernest Simons and proceeds to Canton on the Hsiu Yu to-morrow. inorning. The 18th instant has been fixed for him to assume office as Viceroy of the Two Kwang provinces and he is instructed to pay particular attention to foreign commercial matters, as, owing to his visit to western countries, he is considered to be the most suitable Chinese official to cope with foreign commercial relations.

This afternoon, at 1.50 o'clock, His Excellency landed at Murray Pier, being attended by Lord Li, a numerous retinue and a large number of officials who had come down to meet him The roadway between Murray Pier and Government House was lined with soldiers with fixed bayonets. The Royal Welch Fusiliers were stationed at the Pier end of the route, where the band and a large bodyguard were formed up. The colours, held by Lieut Owens. R.W.F., were also at the pier, and the

regimental goat was in attendance; As his Excellency stepped out of the China Merchant's launch on to the pier, the ships in Harbour fired a salute and the soldiers accorded a royal salute, the Colours being lowered and the band playing. A bodyguard of police formed on either side of the visitor's chair. and the procession moved off to. Government

At Government House His Excellency was met by Their Excellencies. The Governor, Sir Henry Blake G.C.M.G., Major General Gascoigne, C.M.G., and the Members of the Executive Council. After the mutual greetings had been concluded the party sat down to luncheon, during which a most interesting and important conversation Li, Hung Chang, fully realising the gravity of the state of affairs on the West River, after thanking His Excellency the Governor, for proffered assistance. said he was entirely in accord with the British in their determination to put a stop to piracy. H. E. the Governor, when making arrangements concerning prisoners, said, he was per-fectly willing to hand them over to the Chinese The Secretary read the notice convening the Authorities but he must insist that therebe no torture inflicted to extort confession, at the The Chairman said :- Gentlemen, you re- same time pointing out the satisfactory state we had brought our New Territory to without for the past-year-and-with-your-permission-I-|-the-aid-of-torture-Li-Hung-Chang repliedwill take them as read in the usual way. I'do that he would comply with this condition as far as it lay in his power, but torture was an Dr. Tong acted as interpreter to the dis-

annual survey of our property has recently tinguished guest and Mr. Bitzcirios, Vice Consul at Canton, acted in that capacity to H.E. Turner, and they declare all the buildings to the Governor, the whole conversation being carried on in the most cordial manner, the Vicery expressing himself as very pleased with Hongkong and all the arrangements that had have been handed to the Kowloon Wharf & been made for his reception. Before Jeaving Government House the whole party had their ing that they would attend to the matter. When | photographs taken at the express desire of H.E. we last met I mentioned the New Pier Ordi- Li Hung Chung, after which the guests moved

to-morrow but has specially requested that these visits may not be returned as he is greatly. exhausted already from his exertions.

HONGKONG C. C., V. THE GARRISON. The Hongkong C. C. met a deam representing the Garrison on Saturday afternoon and defeated them by four runs. The following were scores :--

Dr. J. A. Lowson, c Lewis, b Preedy .............. 30 G. Ward, b Preedy ...... C. W. Hay, b Preedy ..... o H. Arthur, not out ........ ....... t J. J. Wild, b Preedy was a manufacture of Exrtra ..... 9 THE CARRISON. Lieut, Lewis, R.A., h Hancock, ..... Extras

BOWLING ANALYSIS,

Vallings....

Waymouth .....

Langhorne ......

Hancock ... ....

Overs. Maidens, Runs, Wickets

-A-cricket-match-was-played-between-junior Cricket and Football Club v. Queen's College C. C. at Happy Valley, Resulted in a easy win for the College. The following are the

JUNIOR CRICKET CLUB.
C. Ozorio, c R. G. Marker, b D. Rumjahn.....
A. Rebeiro, c. S. A. Ismail, b R. G. Marker...
A. Barros, c K. G. Marker, b S. A. Ismail.....
J. Barros, c S. A. Ismail, b R. Gulamali........ Barrados, c D. Kumjahn, b S. A. Ismail........ Lopes, c R. Culamali, b R. G. Markar....... QUEEN'S COLLEGE C. C. 

## FOOTBALL,

did not bat

Tsoi Chan Fatt \

i. Piassan

K. S. Jaseph .

R. Gulamali, & C. Ozorio

HONGKONG ENGINEERS v. H.M.S. "BARFLEUR."

Although this match was not one for the Shield, it excited a good-deal-of-interest manyspectators grouping themselves around the ropes at Causeway Bay, the Engineers' Football field. The Engineers had the stronger team but unfortunately during the second. half they knew it and allowed the sailors to get two rather easy goals. The Barfleurs were weakened by the loss of Lieutenant Crozier, R.N.

The teams formed up as under :-

Half Backs. Noble. Richie. Forwards. Duncan. Smillie. Macquire. Herton. Blades

Lapsley. Dyer.

Ross. Brown. Wilson Price. Clark. Hammond. Collyer. Aylen. Half Backs. Spencer. Cornabie.

" BARFLEURS." The game was decidedly one of an "up and down? the field order, the Engineers having by far the best of the game and managed to get a penalty kick, very shortly after the commencement of the game, just inside their opponents' 14 yard line; Ritchie took the kick-but at the first attempt made a miserable failure owing to one of the Barfleur men fouling him before he had touched the ball, he was awarded another kick and again failed, but Macquire rushed in upon the goalkeeper and scored. Soon after the Engineers were again successful, the goal keeper missing his kick the ball dribbled into the net. After this the blue ackets played up with a great deal of spirit bombarding the Engineers' goal but unsuccessfully at half time the game

Engineers ..... At the restart the sailors were fairly on thier mettle but were sadly wanting in combination, in fact both sides were, the backs of the sailors playing a remarkably good game but not sufficiently well supported by their fellow players. The Engineers, who were not playing so well as in the first half, were savedbeing scored against often by the adroitness of their goal-keeper; Brown and Price, however, succeeded in getting the leather into the net. twice for their side, Blades performing the same service for his side once leaving the score

It was a good game and gave splendid practice, only being marred by foul playing, both sides being equally guilty.

at whistle blow :

G' CO., R. W. P. W. H.M.S. "UNDAUNTED." This friendly game was played on the Happy: Valley, last Saturday afternoon. The teams formed up as under :-

"G" Coy., R.W.F. Jaspen. Murray.

Davies. Pounall. Lewis. Forwards. Williams. Cheatle. Boulton. Wans. Jones.

Howe. Waterhouse. Spencer. Howes. Paget. Forwards

Pearse. West Endie. Half Backs 6 Howard, Garland,

Goal "UNDAUNTED." The Undaunteds won the toss and elected to

nance and you will have seen from the news- off to pay a visit to the General and to the play towards the cast koal. A good run down papers, that it has become law from the Colonial Secretary. His Excellency leaves by the right wing resulted in a corner, but

nothing came of it. The left wing of the Welch then secured the ball and, from a fine centre by Boulton found the net ten minutes from the start. On resuming play, a good break away by the sailors right wing brought the ball into the Eusiliers' territory, but only for a short time, the defence being sound. The soldiers' forwards then broke away and two more goals were scored in quick succession. They continued to press till lemon time when the score stood :-

"G" Coy., R.W.F. .....4 goals. Undaunted ......

The ship's forwards got away with the ball directly play was resumed, but were pulled up by the excellent play of the Fusiliers' backs. Williams got the leather from Murray and beating all opposition found the net with a fine high shot, which the bluejackets' custodian had no chance of stopping. On resuming, the right wing of the Undaunted secured the ball from the centre and the outside man sent in a good shot, which Miles had to touch round the post. Nu-result came of the corner and from this time the soldiers continued to bombard the sailors' goal, having hard lines in not scoring. Towards the close of the game, however, Williams again scored and the whistle sounded with the scores :--

"G." Coy., R.W.F..... 6 goals. Undarinted ...... 0 ,

It would be difficult to single out any one of the soldiers, as all worked hard in their positions; Jones and Williams were always dangerous when they got the ball and the former's centres were generally turned to good account. The right wing of the forwards played the best game for the sailors, blacked support and the shooting was not at all up to the mark. Their goalkeeper saved some hard shots, but he was left with too much to do. Had the backs defeat would not have been so crushing

H.M.S. " ALGERINE "- 7. HIMS. "PEACOCK." The match between these two was played on the Happy Valley Saturday afternoon. The Algerine was represented by Marsh (goal) Lt. Chambers and Ridgard, (Backs), Hocking, Tout and Lt. Hargraves (Halves) and Short, Patey, Wilson, Johns and Quigley, (forwards) The Pencock | by Rafferty, (goal); Leister and Udy, (Backs); Cause, Smith and Staples, (Halves); Read, Butson, Bert, King and Cove (Forwards). The game was very amusing, the sailors knowing that the ball had to be put through the posts and not feeling at all inclined to be bound by any such useless encumbrances as

## RESCUE BY THE "PAMIAT AZOVA."

the rules of the game. Neither side scored.

Captain A. N. Niedermiller, commanding H. I. R. M. S. Pamiat Azova, reports, that on the way from Nagasaki to Hongkong, the officer on the bridge sighted in the Formosa Straits at daybreak on Tuesday, the 9th instant, · a Chinese fishing boat showing signals of dis-The sea was too rough to allow a boat i to be sent to the fishing junk and it was only after several attempts that the crew, in all six Chinese, hailing from Foochow, could with the assistance of ropes be hoisted on board the Pamiet Azova. The six men, after being provided with a hot bath, were put into Russian sailor's clothes, as their own garments were in rags. The officers and sailors, of the Pamiah Axova also provided the poor fellows with money and on arrival in Hongkong the six men were handed over to the Harbour Master to be returned through the Registrar General to their own home near Foothow. A' photograph was taken on board the Pamiate Azoria showing the six Chines- dressed in their borrowed plumes.

## FIRE AT KOWLOON.

A fire occurred at Kowloon on Saturday afternoon, just after dark, a matshed near Chater Road being burnt out. The shed was occupied by carpenters and contained a number of window frames and a good deal of woodwork which was being prepared for some new-build-ings. The building made a fine blaze and drew many Hongkongites to the scene of the fire, for the evening being misty it was difficult to see from this side of the harbour the situation of the outbreak and speculation was rife as to whether it was one of the European houses or one of the Whatf and Godown Company's back blocks

The Yau-ma-ti steam fire-engine, under Inspector Macdonald was quickly on the spot, but owing to the inflaimmable nature of the -materials was only able to prevent the fire spreading.

## FUNERAL OF MR. GRANVILLE SHARP.

The funeral of the late 'Mr. Granville Sharp took place yesterday afternoon at the Happy valley. Mr. Sharp died while on a visit to England and his body was cremated and the ashes sent out to Hongkong for interment. beside those of his wife. Mr. and Mrs. Hamil ton Sharp were the chief mourners, and among the many others present were Mr. E. H. Sharp, Hon. R. D. Ormsby, Hen. F. H. May, Hon. T. H. Whitehead, Hon. E. R. Belilios, Hon. Keswick, Mr. D. Gillies, Mr. A. McConachie, Mr. A. P. Stokes, Mr. C. Palmer, Mr. E. Ram, Mr. C. Ford, Mr. W. Chatham, Dr. F. Clark, Mr. F. Maitland, Mr. J. H. Cox, Mr. D. R. Crawford, Mr. A: Findlay Smith, Mr. Stewart, Mr. E. Bowdler, etc. The service was conducted by the Right Rev. the Bishop of

## ELECTRICAL TRANSMISSION OF POWER.

Last Saturday night at the Institution of Engineers' and Shipbuilders of Hongkong's ceeds three miles. The alternate currents are comfortable rooms an interesting paper, on of the Hongkong Electric Works. There was ing in force as a support to their confrere, the reader of the paper.

lent by the Electric Co. and Mr. Everall was able to show the case with which it could be started and stopped. Mr. Kinghorn, who took the chair, intro-

duced the lecturer.

interesting, or of greater consequence, than the fundamental problem, the transmission of power, and few which offer more alternatives to engineers, some of whom stand by water, others by steam, and again others by electricity, as a motive power, each claiming for his own pet system a great superiority over its rivals, all. of course having the same object in view namely.

that of transmitting energy from some spot owing to difficulties cannot be used there—to The 1st has the above mentioned drawbacks, ning, while the loss in shafting is continuous, a more convenient spot. To transmit energy it is however, where skilled attention can be for if one machine only is wanted, say for 1888. Lieut. Blackall drowned off Green Island. and to subdivide it is an easy task, requiring no obtained, a useful motor of high efficiency. One drilling, all the shafting must run, while with 1896—Anglo-French Treaty re Siam signed. another is no criterion as to his capabilities, his in Queen's Buildings. This motor in synchro- electric driving is the case with which exten- 1898—Mr. Emberley, a Shantung missionary, work will be judged by the ratio between the nised be first driving the direct current machine | sion may be made, all that is needed is a pair.

power put in at the origin, and that usefully as a motor until the alternate current one of wires tapped to the mains and led to the given out where required, i.e., the efficiency of is in step with the generator at the motors, which may be erected anywhere: I transformation. Of course there are many Central Station, when a switch is closed, might here quote an instance where, in a large factors that go to determine which is the best then the motor begins to do its work. It so far American shop, electric driving was adopted, system to adopt, and they must not be lost has given very good results. The motors of in place of steam, with the result that, 4,000 sight of in comparing plants. These chief class II. have many internal defects, which as factors are; first: the source of the energy that far as I am aware have not yet been overcome and there was an increased output of 60 per is to be distributed; secondly the means of and are only used for small work. To the transmitting it; and thirdly, by the apparatus third type belong a great percentage of the for making use of that energy. The object of single phase motors now in use. Motors of this derive great benefit by the use of electric this paper is to consider the Electrical system, which is one, that in spite of the trammels which |. They are of small dimensions and very suitable | have beset its path, has gained for itself such a position as to become a great in modern enginering, and has to be taken into account wherever any great scheme for transmitting energy is under consideration. It has invaded the domains of most existing industries, ousting other, agents such as steam, hydraulics, telodynamics, etc., and wherever it is obtained an entrance it has remained, much to the benefit of the use. advance of this mode of transmission has been to a great extent checked in Great Britain, owing chiefly to vested interests (a bugbear to all new industries) and to the aversion which many British manufacturers have to the innovation of anything producing radical changes; but the great successful uses for which it has been adopted in America and on the continent, have at last awakened our engineers to the fact that to be able to compete with foreign rivals, electricity must be used for machine shops and for purpoles where driving is required; and now a large number of shops which are being built, have this energy for their motive power, and indeed some which up | the pumping motors : to now have been using steam auxiliary engines and shafting are discarding them and adopting electricity. It is not too much to say that at least 25 per cent in power would be saved by given him a bit more more assistance their the use of electricity. This system is however hampered by the fact that the available mechanical energy has to be converted into -electrical-and-then-again into mechanical, thus: entailing loss by transformation, which is obviated, if the mechanical energy can be applied direct. The case with which a current its conductor, the quicknes with which a long | line can be erected, are a few of the factors which go a long way to mitigate the above mentioned deawback. It is only natural that users of power must "see cause" why they, should use

this mode of driving, for after all it is in a state of progressive development, but as by an easily laid conductor convey the stored its eminent adaptability for all purposes, is daily | energy of nature to wherever it can be most | becoming more apparent, it will in future be | conveniently utilised. I am sorry to say I have the chief power-transmitting agent, and in it the | by me no particulars of the great example of "little man" will find a great means of reducing his shop expenses and of increasing his output; ever a plant at Brakpan, in the Transvaal, the demand will be so great that the central | worth citing. The generating station is erected station engineer instead of trying to increase | near a lake so as to secure water all the year his day load will be devising schemes to get his night curve up. What this great agent is, what I is connected by a railway. All the newest relation it holds to the ether which surrounds appliances, such as mechanical conveyers and space, or whether it in itself be that ether does | stokers, are adopted to minimise the cost of not now concern us; we know it is there, ever ready and willing to come to our bidding and dynamos of 1,000 H.P. each, which deliver 3 only requiring an apparatus to utilise it. To do | phase currents at 750 volts to transformers dynamo, by which a difference in its state is current is at this pressure distributed by overcaused, enabling it to glow a lamp or drive an electric car at even faster speeds than can be tances of from 25 to 30 miles. The conductors

obtained from steam. The dynamo plays such think, by S. W. Preece: The earth is a large efficient, and require little attention.

day's great discovery of the magneto induc-

tion of currents. The dynamo, as you all know, serves two distinct functions, the converse of reach other; when supplied with mechanical. energy from some outside source, such as a waterfall or a steam engine, it converts this into electrical energy; when supplied with electricity, say from another dynamo or or from

obtaining electrical machines of high efficiency, room would be done away with, and in their motion was carried unanimously. Mr. Everall for most makers guarantee their motors to give | stead we would have electric cables, which can | said he would do so with pleasure. out as mechanical power over 90 % of the be fixed round any corner and take up-little electrical energy supplied to them, and 85 % of space; the comfort of an engine room using wanted questions answered should submit them the L.H.P. of an engine can be obtained at the such motors-would-almost-in-itself-pay for the in writing to Mr. Everall who could terminals of a dynamo. There are various change. There is not a machine, with the then write his paper answering these questions. ways of transmitting electrical energy, each having its separate advantage, and each being best for special purposes. The various ways may be divided into two headings, i.e., by alternate currents and by continuous current; these again are subdivided into various systems. We shall first consider the high pressure, alternate currents, which may be distributed by the single, double, or multiphase system. The great advantage of high pressure distribution is the saving of copper, and the great distance to which the energy can be transmitted, it should be the only system used where the distance from centre of supply ex-

as a rule supplied at a pressure of from 1,000 to the above subject was read by Mr. W. Everall, 10,000 volts, and it is reduced to any desired voltage by the use of a transformer. By the quite a large number of members present, the use of transformers, low pressure generators coal per week. contingent from the electric light station com- | can be used, for it is quite easy, to produce the voltage say at 750, and step it up to the required small scattered engines a great loss of water voltage, and then again reduce it to any suit takes place, while with one main engine a great A one-horse induction motor was kindly able pressure; the transformer requiring no deal of this is saved by a good condenser: the attention and having no moving parts, is quite oil, waste, etc., for one engine would of course an inexpensive apparatus for upkeep, its drawback is open circuit losses. The want of a labour is self-evident. good alternate current motor has kept this system back for motive purposes. The obsta- nedy stated in an address to the Institute of cles in the way of such motors have been their | Mechanical Engineers that for too H. P. of

external means; their liability to stop abruptly cannot be altered. These obstacles have now

current system, i.c.: (1.)-Constant magnetic field motors. (II.)-Alternate magnetic field motors.

great amount of knowledge on the part of the of this type is used by the Hongkong Electric electricity only the required machine is used, engineer the fact that he has transmitted a Co. to drive a generator for charging the accu- and the power developed is proportional to the certain amount of power from one point to mulators which supply the energy to the lifts load. Another great advantage on the side of

class can now be obtained from 7 to 100. II. P. for all kinds of work. A 1. Il. P. motor of this type gives an eff. of 70% and weighs about 140 lbs., while one of 90 H. P. weighs 6,800 lbs. (aprox.) giving an eff. of 90%. A great many of the fans used in the colony are driven by this type of motor and they are an undoubted success. The good results of the induction motor has given the single phase system of distribution a great impetus as a means for motive power. At Worcester, where the same system of supply as here exists, electric driving has been very successfully applied; the Corporaction make use of electric motors for pumping water to the high level parts of the town, which is done by two 30 H. P. motors, driving by means of belts, two three throw pumps. A Platinotype Co. also use two electric motors one 6 H. P. and the other 12 H. P. both of which give every satisfaction. An II. P. motor is also used by a large printing firm of the town and it does its work well. Besides these cited cases there are many motors in use for nearly every purpose for which inotors can be used, The following results were obtained by one of Running, 11? hours.

Energy consumed, 212 B. O. T. units. Water pumped, 17,500 gallons, 300 ft. . The motors are started by the labourer on

duty at the water works, and once started are left running as long as required, without any attention; the bearings are self oiling. The whole of the machinery at the sweet

manufactory of Messrs. Fuller & God-is-driven. by single phase motors, and the energy supplied by the supply station. There are 14 motors in may be carried over a distance, the elasticity of all, varying from 1 to 7 11.1'., they are easily started and give every satisfaction.

The multiphase system of electric power transmission has many advantages, and for long distance transmission it is unrivalled. By this system the generating station may be miles away from where the power is to be used and this system : the Niagara plant. There is howround, about 2 miles from a coal mine, which fuel and labour. The plant consists of 4 large this we make use of an electric pump or which step up the pressure to 10,000 volts. The head conductors to the various mines at disconsist of bare copper wire wo sq. mm. an important function in the electrical trans- section. At the various mines transformers mission of power, that it might be as well to reduce the pressure to the required voltage and give a brief description of it, and no better illu- supply motors varying from 1 to 250 H.P. stration can be found than the following, I The motors for this system are good, magnet, though weak; suppose a man facing system is, for trainway work, making rapid the North or South pole, standing somewhere progress, especially on the continent where between them, takes in each hand one end of a it attracted the attention of the members flexible copper wire, begins to use it as a skip- of the Institute of Electrical Engineers during ping rope; as he skips a current will be their Swiss visit this year, and concerning it, generated in the wire, and will pass through it | Prof. Schwartz, an authority on traction work, | and round his body from hand to hand. This writes me saying: "I was much struck with current, though excessively small, can be the way the phase motors behaved and I think measured with a sufficiently delicate instrument. | there is a future for them in the country dis-The illustration is accurate, for the man sub- tricts"; he is writing of the Stausstadt Engelberg stitute an engine of high speed, for the copper line, the Jungfrau mountain railway and the rope several coils of copper wire, and for the Burgdorf Thun line. The last deals with for electric motors and required more earth-a-powerful-electro-magnet-and we have ordinary rolling stock and is full guage. The

the modern dynamo, the outcome of Farra- first has the following gradients :-Maximum on adhesion rails, 50 per 1,000 guage, metre.

The direct current system has the great adwantage of being the older and has consequent- and the men at the works kept their machines ly inherited a great deal of preference over its | in a satisfactory condition. They had as many rival; certainly for many purposes its use can- repairs on the steam engines as on the dynamos. not be bettered, but it is an open question whether it will hold the field in future motor would be to small consumers of energy as it has done in the past. Its great drawback and pointed out the trouble and expense and it is on this fact that the electrical trans- is the copper item. The motors for this are of getting coal for a steam engine and that the mission of power depends. Though as just all that can be desired giving efficiencies up to insurance companies substantially raised their mentioned any dynamo is capable of being 98%. For ship work and isolated plants it will premiums when one was installed. used as a motor, yet experience has taught that hold its own. The majority of shops which A gentleman in the body of the hall said it is not always the best dynamo that makes produce their own current for motive power do that he had gone exhaustively into calcula the most satisfactory motor, for certain details so by this system. It is a strange fact that tions and had arrived at the conclusion that must be altered to obtain best results. The more use has not been made of electricity for electric driving could not become popular dynamo must have a high efficiency, and with- driving purposes on board ship. Every large at the present price charged for energy. He out damage be able to give an occasional steamer of any pretensions has a dynamo of darkly linted that as this form of energy had excess, of current; it must work well with some size, and though this could be used to so many advantages an opposition company extreme variations of load, and its size is furnish power cheaperation steam for all auxili- might be started. immaterial. Motors on the other hand are as ary purposes it is allowed to lie idle during the a rule required of small dimensions and light day. It takes little imagination to see what space for the paper, said the writen had not gone weight, they have to work intermittently and could be saved in a steamer by using electric far enough into the subject and hoped that their efficiency, though desirable, is not of such motors; all the clumsy, unsightly head knocking he would consent to extend it on some importance. There is now no difficulty in pipes with which one meets in the engine future occasion. Mr. Bain seconded and the exception of the main engine, which could not be electrically driven cheaper than by steam. Officers of the American Navy, I think, reported well on electric motors for ship work after the American Spanish War. Now let us consider how a shop would save by the use of Electric Motive Power.

Saving the coal .- At the works of Sir T. Richardson there were 31 engines developing from 94 H. P. downwards and using an average of 51 lbs. per I. H. P. hour exclusive of loss in steam pipes. To generate this he had no less than 8 main boilers and 23 auxiliary. boilers. Electric power was adopted throughout the works with the result that all the main boilers and a majority of the auxiliary boilers have been replaced by a pair of marine boilers, while there is an actual saving of too tons of

Saving of water, stores, and labour.-With be less than for many engines; the saving of

Loss by shafting and gearing.-Prof. Ken-There are few problems in engineering more refusal to start unless synchronomised by some useful work, 145 l. H. P. would be required at when overloaded, and the fact that their speed loss 45 H. P., of which says 13 would be lost, in the engine, leaving 32 H. P. or to a large extent been overcome, and now there | 22 per cent. as loss in the shafting. Sir are on the market three kinds of motors which T. Richardson found the loss to be about it, may be used with the single phase alternate on an average 43 per cent. With a good elec--tric-plant the loss should not exceed in all 25 per cent. Here note may be taken of the fact | 1857-Bread poisoning in Hongkong by Chithat the loss in the electrical system is only at a maximum when all the machines are run- 1884-Telegraph cable between Japan and

the 'industries which, in Hongkong, might basket makers, bicycle repairers, boiler makers, book-binders, printers, cranes, liair-dressers, smiths and others which will present themselves to your minds. In a shipbuilding yard, by the use of electric motors, boiler plates and other heavy work, could be drilled "in situ" rather than having to take, by a great deal of exertion; the work to the machine. For launches, this is an ideal power from every point of view, for with it one could electrically move about the harbour without the fear of a boiler bursting, or the painful necessity of collecting in one's eyes the unburnt coal of badly stoked furnaces. Gentlemen, China offers a great field for all engineering industries, and it behoves us to be up to the times and recognise, as our foreign competitors do, the fact that electricity must be the motive power for turning out good, cheap work. In Manila, as soon as it is settled, electric motive power will, I think, make great strides. Is Hongkong to be

Mr. Wilkie opened the discussion by asking what would such a motor as shown cost, and was informed somewhere between Lo and Lio, which would be much cheaper than steam engine-and boiler. Mr. Wilkie then wanted to know, supposing that the motor wanted repairing how much would the Electric Company charge for a thorough overhaul. Mr. spoke in favour of steam saying that electricians claimed too much for their appliances.

Mr. Robertson, chief engineer on one of the Empress, boats believed in Electrical transmission on land, where the distances were large, but on board ship his experience of electric motors had been very fair from satisfactory. The salt air and water, no matter how well the motor were protected, would be sure to get in, and cause considerable damage which could not be so easily repaired as the steam engines. He drew attention to the fact that electric motors had been decided against in the

Mr. Everall called upon a naval man to either refute or confirm this statement, as, to his know, ledge, one of our latest warships had been fitted throughout with electrically driven gear. He pointed out Mr. Robertson's experience was with machinery installed to years ago, since which time the science had made great strides, Mr. Robertson, after some more argument, qualified his statement by saying he did not believe in the auxiliary engines in the engine-room

being electrically driven. Mr. Richardson said he had only beem employed for such a short time in United States Navy, on the electrical fitting | Cargo ex Trieste subject to rent. of the boats raised from Manila Bay. that he was not willing to pose as an 5.30 pain. Signalling class. expert on American usage in war ships. The boats he was now employed on, were being very extensively fitted with electrical appliances. He then gave his experience in charge of electrical motors employed at a large mill, where two men and a boy looked after 14 motors and a great saving in shafting was effected.

could be altered to suit different kinds of jobs and made some humorous remarks, asking for figures to prove that it would be advisable to put their spare engines and boilers on the scrap

Mr. Bridger advised the gradual introduction of electrical driving and impressed upon the audience the necessity of having properly qualified men to take charge of the genr. Mr. Jack spoke of the efficiency claimed

Mr Andrews (G. Fenwick & Co.) asked, could

Chinaman keep clean and work them?

# NOTANDA. CALENDAR.

ANNIVERSARIES. 1759-British Museum opened. nese baker Alum.

Corea opened to traffic. 1897-A Chinese Secret Socjety destributed circular in Hongkong urging over-

throw of Manchu Dynasty.

TO-MORROW. Tuesday, 16th January, 1900. Chinese-16th of rath moon of 25th year of Sun-Rises ..... 6hr. 45min. Set ..... 5hr. 34min. Moon-Full Moon 2hr. 44 a.m. High water-Morning ...... 10hr, 38min. Afternoon ..... 9hr. 11min. Low water ... Morning ...... 3hr. 4/min. Afternoon ..... 2hr. 27min. ANNIVERSARIES. 1839-The foreign merchants of Canton called upon to pledge their word that they would refrain from opium smuggling and the exportation of silver. 1877-S.S. N. Co. sold out to C. M. S. N. Co. 1889-Major Prevost, 91st Highlanders, djed at the Peak during a Sham fight." 1893--Severe frost in Hongkongs 1896 -- H.E. Hsu Chun Fei appointed Governo of Canton. 1897 -- Likin Proclamation issued by the Kwang-

tung authorities.

severance Lodge.

Range Finding Class.

the Revolver Range.

at Head-quarters.

Victoria B.C.

AGENDA.

TO-MORROW.

8.30 for 9 p.m .- Regular Meeting of the Per-

H.R.V.C. ORDERS.

WEDNESDAY, 17th.

C. P. R. steamer Empress of China leaves for

C. N. steamer Taipiean leaves for Manila,

Sydney and Melbourne.

C. N. steamer Kansu leaves for Samarang, &c.

(About) -" Shell " steamer Trocas leaves for

H.K.V.C. ORDERS.

30 p.m --- Company and Carbine Drill for

30 p.m.—" D" Co. Company and Arm Drill.

5--6 p.m. -- Practice for unenrolled Drummers.

THURSDAY, 18th.

Indo-China steamer Taisang leaves for Singa-

H.K.V.C. ORDERS.

5.30 p.m. F.B. 2.5" Gun Drill at Kowloon

5.30 p.m. - "A" "B" and "C" Coys Gun Drill

H.K.V.C. ORDERS

SATURDAY, 20th.

Daylight-O. & O. steamer Coptic leaves for

N. P. R. steamer Breconshire for Victoria B.C.

Noon .- P. & O. steamer Massilia, leaves, with

Entries for the Hongkong Spring Races close.

MONDAY, 22nd.

(About) - N. L. H. A. steamer Ambria leaves

3 p.m .- "Dunnottar" to be sold by Auction;

SHIPPING AND MAIL NEWS.

MAILS DUE

Canadian (Empress of India) 22nd inst.

The N. Y. K.'s steamer Kasuga Maru

The N. Y. K.'s steamer Kanagawa Maru

Hongkong on the 13th instant, also that this

Company's Tacoma has arrived at Kobe and

The Canadian Pacific Railway Co.'s R.M.S.

Empress of India arrived at Yokohama at

2 p.m. same day for Kobe where she is due to-

The Imperial German mail steamer Olden-

burg carrying the German mails with dates

from Berlin of the 25th Dec. has left Colombo

on Saturday p.m. the 13th inst. and may be

arrive at 1 p.m. on Tuesday 16th inst.

here on the 20th inst. at about 4 p.m.

sails for Hongkong to-day.

(Australian Line) left Manila for this port to-

American (America Maru) 17th inst.

for Havre and Hamburg.

Range Finding Class, with mekometer.

pore, Penang and Calcutta.

Genoa and Marseilles.

recruits of all units.

6.00 p.m .- " E" Co. Company Drill.

6.7 p.m .- Band Practice.

5.30 p.m. -- Trumpeters' class.

at East Point.

Cargo ex Sachsen subject to rent.

Cargo ex Coptic subject to rent.

San Francisco.

and Tacoma.

mails, for London.

on the premises.

French (indus) to-morrow.

English (Chusan) 19th inst.

English (Rengal) 20th inst.

Tacoma (Tacoma) 20th inst.

German (Oldenburg) 25th inst.

American (Gaelie) 3rd prox.

on the 17th inst.

here on the 18th inst.

4-5.30 p.m .- Revolver Practice for officers, on 5.30 p.m.-F.B. 2.5" Gun Drill at Head-quarters. 5.30 p.m.-" A," "B," and "C" Coys. Gun Drill Everall declined to say, Mr. Wilkie then

Mr. Crispin wanted to know how the speeds

Mr. Bridger said he had had some years experience of Chinese labour with electric gear Mr. Manners said how useful a satisfactory

Mr. Kinghorn in proposing a vote of thanks

answer everything on the spur of the moment Mr. Bain proposed a vote of thanks to the | 9 a.m. to-day (Monday) 15th inst. and left at Chairman and the meeting broke up.

| Afeteorological means based on fifteen years' observations to 1898. | expected here on or about Thursday the 25th inst. |
|---|---|
| Barometer   | HONGKONG AND WHAMPOA DOCK RETURNS.  Isla de Cuba  |
| Rainfall  | Isla de Luzon                                     |
| TO-DAY.  WEATHER REPORT.  On date at On date at                     | U.S.S. Monadnoches. 9. 9 9                        |
| Barometer 30.24 30.14   | U.S.S. Solace " " " " "                           |
| Temperature 60 62 Humidity 53 36                                    | Trafalgar " " " " " " "                           |
| Rainfall  | Popular Mary 11 12 12                             |
| Monday, 15th January, 1900.   | D. Juan & Austria " Cosmopolitan "                |
| Chinese—15th of 12th moon of 25th year of                           | Dapline   |
| Sun-Rises 5hr. 33min.   |   |
| High water—Morning She 25min.                                       | Shipping.   |
| Low water-Morning 3hr. 13min.  Afternoon 1hr. 45min.                | Arrivals.   |

Birrean, British barquentine, 399, Thos: Askin, 13th Jan., -Fremantle via Geraldton 10th Jan., Sandalwood.—Siemssen & Co. CLARA, German steamer, 675, A. Hansen, 13th General.—Jebsen & Co.

-A. R. Marty.

Rice.-Jebsen & Co.

CENTURION, British battleship, 10,500, John J Jellicoe, 14th Jan.,-Manila 11th January. ERNEST SIMONS, French steamer, 2,162, Durrande, 14th Jan., -Shanghai, 11th Jan., Mails and General.-Messageries Mari-

INDRAVELLI, British steamer, 3,152, W. E Craven, 14th Jan., -Foochow 12th Jan., General.-Jardine, Matheson & Co.

KINGSING, British steamer, 1,223, Young, 14th Jan.,-Canton 14th Jan., General.-Jardine, Matheson & Co. FOOCHOW, British steamer, 1,253, H. Smale, 14th Jan ...- Canton 14th Jan, General .-- ...

Butterfield & Swire. TAMSUI MARU, Japanese steamer, 1,037, K. Sobajima, 14th Jan.,-Swatow 13th Jan., Ballast .- Mitsui Bussan Kaisha. HSIN YU, Chinese steamer, 1,040, G. Blithen,

14th Jan,-Shallow, Bay and Shanghai 11th Jan., Ballast.-C. M. S. N. Co. ON SANG, British steamer, 1,787, J. Young, 14th Jan., -San Francisco 5th Dec., and Yokohama 5th Jan., Mails and General .-J. S. 'Van Buren. WUHU, British steamer, 1,250, W. Benson, 1.4th Jan.,-Wuhu and Chinkiang 10th Jan.,

General.-Butterfield & Swire. KWANGSI, British steamer, 1,240, A. Harris, 14th Jan .. - Wuhu and Chinkiang 9th Jan., Rice and Ground-Nuts .- Butterfield & Swire.

Wosang, British steamer, 1,127, R. Johns, 4.30 p.m. F.B., "A," "B" and "C" Coys 14th Jang-Chinking 10th Jan., General. -- Jardine, Matheson & Co. DARDANUS, British steamer, 2,992, Steeves,

14th Jan, -Moji 10th Jan, Coal, -Butterfield & Swire. YUENSANG, British steamer, 1,128, P. H. Rolfe, R.N.R., 15th Jan.,-Manila 12th January.

General .- Jardine, Matheson & Co. CHIII.I. British steamer, 1,158, Newcomb, 15th Jan., -- Canton 14th Jan., General .-Butterfield & Swire.

TAISANG, British steamer, 1,544, W. E. Sawer, 15th Jan., -- Canton 14th Jan., General. --Jardine, Matheson & Co.

PAOTING, British steamer, 1,088, W. Miller, - Jan .. -- Wuhu and Chinkiang oth January. General. - Butterfield & Swire. CHOYSANG, British-str., 1, 194, G. H. Bowker,

15th Jan., -Shanghai 11th Jan., and Swatow 14th, General.-Jardine, Matheson & Co. HONG LEONG, British steamer, 1,170, A. Fripp, 14th Jan., Singapore 6th Jan., General.

Chinese. IAILOUNG, British steamer, 783, A. J. Robson, 15th Jan ... Tamsui and Amoy 14th Jan., General. - Douglas, Lapraik & Co. HYSON, British steamer, 2,852, John S. Hogg.

15th Jan., - Singapore 9th Jan, General. -Holliday, Wise & Co. FUSHUN, Chinese steamer, 1,504, W. H. Lunt, 15th Jan.,-Shanghai 12th January,

General.-C. M. S. N. Co. Hourao, French steamer, 509, J. C. Gerard, 15th Jan., -Pakhoi and Hoihow 14th Jan., General. - A. R. Marty. ILTIS, German gunboat, 1,000, Lans, 15th Jan.,

-Shanghai itth January. LOYAL, German steamer, 1,237, Lorenzen, 15th lan., Canton 15th Jan., Coal.—Sander, Wieler & Co. KANSU, British steamer, 1,158, A. Sommerville,

15th Jan.,-Wuhu and Chinkiang 10th Jan., General.-Butterfield & Swire.

Clearances at the Harbour Office. Holkong, Portuguese steam-launch, for Macao. Tamsul Maru, Japanese str., for Swatow. Apenradi, British str., for Saigon. Phranang, British str., for Swatow. Taicheong, German str., for Swatow.

Progress, German str., for Touron. Kengnam, British str., for Canton. Saikeng, British str., for Samsui. 100 Knoat, Chinese steam-launch; for Wuchow, Alingsing, British str., for Swatow. Loyal, German str., for Hongay. Kinklang, British str., for Swatow. Childi, British str., for Wuhu.

Haitun, British str., for Swatow. Clara, German str., for Hoihow. Jacob Diederichsen, German str., for Wuhu. Strathgyle, British str., for Moji. Foochore, British str., for Saigon.

## Departures.

Jan. 14, Thales, British str., for Swatow. Jan. 14, Trieste, Austrian str., for Shanghai. Jan. 14. Inaha Maru, Jap. str., for Singapore. Jan. 14, Kalgan, British str., for Wuchow. Jan. 14, Tulenkun,-Amr. schooner, for Ponape.

Jan. 14. Hailan, French str., for Pakhoi. Jan. 14, Benalder, British str., for Rangoon. Jan. 14, Taiwan, British str., for Canton.

day (15th inst.) and is expected to arrive here Jan. 15, Ernest Simons, French str., for Europe. Jan. 15, Phranaug, British str., for Swatow.

Jan. 15, Hsinchi, Chinese str., for Canton. (Europe Line) left Singapore for this port on Jan. 15, Wosang, British str., for Canton.

Saturday (13th inst.) and is expected to arrive Jan. 15, Dagmar, German str., for Canton. Jan. 15, Paoling, British str., for Canton. Jan 15, Kinklang, British str., for Shanghai.

The P. & O. S. N. Co.'s steamer Bengal left Jan. 15, Taicheong, German str., for Swatow. Singapore for this port on the 14th instrat 8 a.m. Jan. 15, Wuhu, British str., for Canton. with the Outward English mails, and is due Jan. 15, Karangsi, British str., for Canton.

Jan. 15, Kinshin Maru, Jap. str., for Seattle. lan. 15. Tsurugisan Maru, Japanese str., for The N. P. S. S. Co.'s steamer Queen Kutchinotzu. Jan. 15, Strathgyle, British str., for San Fran-Adelaide sailed from Tacoma for Japan and

### Passengers-Arrived. Per Hent Vit, from Shanghai-107 Chinesel

Per Bittern, from Fremantle-Mrs. Askin and child. Per Tamsui

Per Ernest Simons, for Hongkong from

Yokohama-Messrs, L. M. Sheung, Lo, Loo, Painen, Miss R. Corea, Messrs. T. Moriya. Cheong, A. B. Batty, Yung Yu, Sir Excellency Li Hung-chang, Lord Li and T Secretary, and 22 Chinese, Mr. and Mrs. Malon, Mrs. Adams, Mr. A. W. Inman, Count Butler, Messrs. H. Richan, K. J. Williams, John Andrew; A. Spensen and Ellen, For Saigon from Nagasaki -Mr. Dugora Tozora. For Singapore from. Shanghai-Messrs. J. Joshida, K. Kojima, and Lieut.-Col. Martos. For Marseilles from Shanghai-Messis. Hirannail, Kopth, Percebois, Horsburgh and Lenormand. From Yokohama-Messrs. Tonkonba, Paul Lefizelier. H. Aguro, Sita, T. Spunkin, Maitu, Kallunbach and Kloosermerier.

- Per Hong Leong, from Singapore-617. Chi-Per Paoling, from Wuhu, &c.,-Mrs. Miller

Per Choysang, from Shanghai, &c .- Mr. Reid and 62 Chinese. Per Yuensang; from Manila-Messrs, Sajuco, B. del Barrio, J. Horden, Capt. Anderson, and 104 Chinese:

Per Hailoung, from Coast Ports-Lieuts. Walwyn and Thomson, Messrs, J. H. Lewis. J. Greeson, P. Cox and Cheong Sheen Sun, and 15 (hinese.

## Departed.

Per Ernest Simons, for Saigon-Mr. and Mrs. Panigeon, Messrs. A. E. Richard, Familet. and 56 Chinese. For Singapore-Messrs, Yip. and servant, Chen and servant, E. F. G. Hatch, Jan.,-Pakhoi and Hoihow 12th Jan., M.P. and valet, Hon. A. Crickton, Messrs. C. F. Davis, Berthier, Misses L. Blanche, L. HATING, French steamer, 705, M. Jenssen, Waller, Schuster, Mrs. Blum, Mr. Bailis, and 13th Jan.,-Haiphong 11th Jan., General. 14 Chinese. For Colombo Mr. C. Reechmann, and II Chinese. For Port Said-Mr. MICHAEL JEBSEN, German steamer, 710, E. Piettre. For Marseilles-Mr. and Mrs. Hemmet, 13th Jan., Haiphong 11th Jan., Flayelle, 2 children and servant, Messre. J. Labeye, F. Labeye, A. Plettre and G. Delyee.

# Untimations.

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Hongkong, 10th January, 1899.

Hongkong, 28th May, 1895. .

REGULAR MEETING of the above

LODGE will be held in the FREEMA-

AND FEMALÉ AIÊMENTS.

c/o This Office.

MPAIRED DIGESTION,

EMPIRE of CHINA:--

N EX-SCHOOLMASTER.

Hongkong, 18th August, 1865.

. MITSUI BUSSAN KAISHA,

ROBINSON PIANO CO.,

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Shrashai Cotton Spinning Mills.

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Miike Cotton Spinning Mills."

Hongkong, 11th December, (809)

Proceeds given to Patriotic Fund,

Hongkong, 20th December, 1899.

ARTHUR SULLIVAS.

Onoda Cement Company.

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Apply (0) W. DANBY, Civil Engineer & Architect.

## Consignees.

AUSTRIAN LLOYD'S STEAM NAVIGA-TION COMPANY. . .

Hongkong, 7th October, 1899.

NOTICE TO CONSIGNEES.

FROM KOBE. THE Steamship

having arrived Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be immense. sent in to the office of the Undersigned before Noon on the 17th instant, or they well not be Pay, Pay, Pay, recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 17th instant, will be subject to rent. Bills of Lading will be countersigned by SANDER, WIELER & Co.,

Agents. Hongkong, toth January, 1900.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

S.S. "SĄCHSENĘ of the NORDDEUTSCHER LLOYD.

THE above named Steamer having arrived, Consignees of Cargo are hereby informed that their. Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless -notice-to-the-contrary-be-given-before-3-8-8-6-TO-DAY.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 19th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 18th instant, and MONDAY, the 22nd instant, at 9.30 A.M. All Claims must reach us before the 25th instant, or they will not be recognized. No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned. NORDDEUTSCHER LLOYD.

MELCHERS & Co.,

Hongkong, 12th January, 1900. 122, PERSEVERANCE & LODGE OF OCCIDENTAL AND ORIENTAL STEAM-

SHIP COMPANY. NOTICE.

ONSIGNEES of CARGO per Steamship the 16th instant, at 8,30 for 9 p.m. precisely,

are hereby notified that their Goods are at their risk being discharged into Lighters and or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from Godown's upon countersignature of Bills of Lading. Goods remaining unclaimed after the 19th

instant will be subject to rent. No Fire Insurance has been effected. J. S. VAN BUREN,

[2 CURRENT RATES. Hongkong, 12th January, 1900.

AUSTRIAN LLOYD'S STEAM NAVIGA-TION COMPANY.

NOTICE TO CONSIGNEES. FROM TRIESTE, FIUME, PORT SAID, PENINSULAR AND ORIENTAL STEAM

SUEZ, ADEN, KARRACHI, BOMBAY, PENANG AND SINGAPORE.

THE Steamship

Limited, whence delivery may be obtained. This vessel brings Cargo:

transhipped at Trieste. notice to the contrary be given immediately.

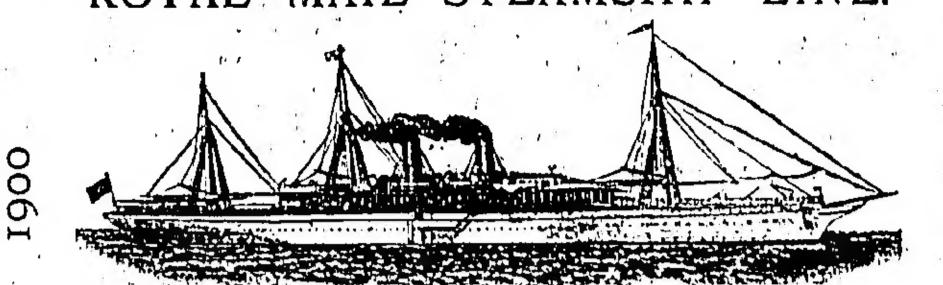
Noon on the 19th instant, or they will not be Goods remaining in the Godowns after the 19th

instant, will be subject to rent. Bills of Lading will be countersigned by SÄNDER, WIELER & Co.,

Hongkong, 13th January, 1900.

Mails.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, WIA CANADA

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships-6,000 Tons-10,000 Horse Power-Speed 19 knots.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ... WEDNESDAY, 17th January. EMPRESS OF JAPAN ... Comdr. Geo. A. Lee, R.N.R. .... WEDNESDAY, 14th March.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WIPHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. Passengers Booked through to all principal points and AROUND THE WORLD.

Military, Diplomatic and Civil Services, and to European Officials in the Service of China and

The attractive features of the Company's route embrace its PALENTIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent,

Hongkong, 20th December, 1899.

IN CONNECTION WITH

THE ATCHESON TOPEKA & SANTA FE RAILROAD CO. rest of the second

PROPOSED SAILINGS FROM SAN FRANCISCO, HONOLULU

Belgian King ... | 3.379 | about | Feb. 20 Carmarthenshire | 2,929 | about | Feb. 15

"CARLISLE CITY," HAMA and HONOLULU, on or about

the 20th instant. Through Bills of Lading issued to any point in the United States.

time. All parcels should be marked to address in full. Value of same is required.

-Strick-AdkNTS-for-Hongrond-and-the-Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be fourney at any point en route. sent to the Company's Office, addressed to the Collector of Customs, San Diego.

> Passage, apply to BUTTERFIELD & SWIRE, Hongkong, China and Japan.

Hongkong, 15th January, 1900.

# NORTHERN PACIFIC

(or vice versa) within one year, will be allowed VIA SHANGHAI, INLAND SEA, KOBE, a discount of to per cent. This allowance does not apply to through fures for China and Japan AND YOKOHAMA. . .

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH

Breconshire ..... | 3,567 | G. E. Elliott | Jan. 20. Tacoma ....... | 2,811 | A. Dixon ... | Jan. 30. Passage, apply to the Agency of the Company.

FOR PORTLAND, OREGON,

IN CONNECTION WITH OREGON RAILROAD AND NAVIGA-TION COMPANY.

THE attention of Passengers is directed to the very cheap rates offered by the Line,

HONGKONG TO LONDON L47. bles. Doctor and STEWARDESS carried.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery (Through Bills of Lading issued for BATAVIA, of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of THE Steamship

HONGKONG TO TACOMA £28. Special rates allowed to members of Government Services.

the Steamer). Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day

General Agents. Hongkong, 8th January, 1900.

Hongkong, 6th January, 1900.

# Mails.

# YUSEN KAISHA.

## (THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

|          | PROJECTED SAILINGS                 | rkom Hondkond-30ple0  | I TO ALIERATION.                   |
|----------|------------------------------------|---|------------------------------------|
| ,        | STEAMERS.                          | DESTINATIONS.   | SAILING DATES.                     |
|          | Kosai Maru                         | OY, SHANGHAI, CHEMUL-   | THURSDAY, 18th Jan., at Daylight.  |
|          | MIIKE MARU {KO                     | BE and YOKOHAMA   | THURSDAY, 18th Jan., at            |
| •        | KANAGAWA MARU {KO                  | BE and YOKOHAMA   | FRIDAY, 19th Jan., at              |
| )<br>√ d | KASUGA MARU NA<br>E. W. Haswell NA | GASAKI, ROBE and YORO-  | SATURDAY, 20th Jana at 4 P.M.      |
| Steb     | YAWATA MARU                        | NILA, THURSDAY ISLAND, OWNSVILLE, BRISBANE, YDNEY and MELBOURNE         | FRIDAY, 26th Jan., at              |
| ).<br>   | KAMAKURA MARU                      | RSEILLES, LONDON, and NTWERP, via Singapore, Enang, Colombo & Fort Said | FRIDAY, 26th Jan., at<br>Daylight. |
| 1.       |                                    |   |                                    |

· For further information as to Freight, Passage, Sailings, &c., apply at the Company's oeal-Branch-Office at No. 7, Praya Central.

> A. S. MIHARA, Manager.

Hongkong, 12th January, 1900.

# NORDDEUTSCHER LLOYD.



## HAMBURG-AMERIKA LINIE.

(Freight Service,)

(Freight Service.) (Taking Cargo at through Rates to Antwerp, Amsterdam, Rotterdam, Lisson, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

### PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

|           | , , , , ,  |                            |                       |
|-----------|--|----------------------------|-----------------------|
| STEAMERS. | DESTINATIONS.  | SAILING DATES.             | 4.4                   |
| AMBRIA    | (LONDON with transhipment in HAMBURG)                              | { 22nd January,            | Freight.              |
|           | (LONDON with transhipment in HAMBURG)                              | { 29th<br>January.         | Freight.              |
| Hehrens   | MARSEILLES, HAVRE & HAMBURG. (London with transhipment in HAMBURG) | [ February. ]              | Freight an<br>Passage |
| HOLSATIA  | HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)           | { About 8th. } February. } | Freight.              |

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to

at Noon.

CARLOWITZ & Co.,

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, 'KOBE, IN-PROPOSED SAILINGS FROM HONGKONG. LAND SEA, YOKOHAMA & HONOLULU, AMERICA MARU (via 1 Shanghai, Nagasaki, (Saturday, 27th Jan., Steamers of this line pass through the 1N-Kobe, Inland Sea. at Noon. LAND SEA OF JAPAN, and call at Honolulu.

Yokohama & Honoand passengers are allowed to break their HONGKONG MARU (via Shanghai, Naga-Thursday, 22nd Feb., saki, Kobe, Inland

lines of Steamers, and to the principal cities of the United States or Canada. Rates, and Honolulu)... particulars of the various Routes may be ob-Nippon Maru (via Shanghai, Nagasaki, l'uesday, 20th March, Kobe, Inland Sea. Special rates (First-class only) are granted at Noon. to Missionaries, members of the Naval, Military, Yokohama & Hono-

Diplomatic and Civil Services, to European Officials in the service of China and Japan, and THE Steamship Passengers who have paid full fare, re-em-

Sea, Yokohama and

"AMERICA, MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA. YOKOHAMA and HONOLULU, or SATURDAY, the 27th instant, at Noon taking Freight and Passengers for Japan, the United States, and Europe.

address in full; and same will be received at Steamers of this line pass through the INthe Company's Office until FIVE P.M. the day Consular Invoices to accompany Cargo destheir journey at any point en route. tined to Points beyond San Francisco, in the United States, should be sent to the Company's

obtained on application.

£4 in addition to the regular tariff rate. Passengers holding orders for OVERLAND the regular tariff rate.

CITIES in the United States have between San Francisco and Chicago, the option of the LAND CITIES in the United States have. SOUTHERN PACIFIC, CENTRAL PACIFIC, between SAN FRANCISCO and CHICAGO. UNION PACIFIC, DENVER and RIO GRANDE, the option of the SOUTHERN PACIFIC and other direct connecting. Railways and from Chicago to destination the choice of direct DENVER and RIO GRANDE, and other

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN on application. Special rates (first class only) are granted to on application. Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European to Government officials and their families. Through Bills of Lading issued for trans-

portation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities ation to Yokohama and other Japan Ports, to of the United States, via Overland Railway, to San Franscisco, to Atlantic and Inland Cities Havana, Trinidad, and Demerara, and to ports of the United States, via Overland Railways, to in Mexico, Central and South America, by the Havana, Trinidad, and Demerara, and to ports taking Passengers and Cargo for the above Company's and connecting Steamers. Freight will be received on board until 4 Company's and connecting Steamers.

P.M. the day previous to sailing. Parcel

United States should be sent to the Company's United States, should be sent to the Company's Office in Scaled Envelopes, addressed to the Office in Scaled Envelopes, addressed to the Collector of Customs at San Francisco. - For further-information as to-Passage and Freight, apply to the Agency of the Company,

Queen's Building. . S. VAN BUREN, Agent, Hongkong, 4th January, 1900.

VIA INLAND SEA OF JAPAN AND

PROPOSED SAILINGS FROM HONGKONG.

1900, at Noon. China (via Shanghai, Nagasaki, Kobe, In- (Saturday, 3rd March, land Sea, Yokohama 1900, at Noon.

Tuesday, 27th March, 1900, at Noon. Sea, Yokohama and

1900, at Noon. Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at HONO- LAND SEA OF JAPAN, and call at Honolulu,

lines of steamers, and to the principal cities of of Steamers, and to the principal cities of the the United States or Canada. Rates may be United States of Canada. Rates may be ob-

tained on application. Passengers holding through ORDERS TO Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail EUROPE have the choice of Overland Rail routes from San Francisco including the Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, SOUTHERN PACIFIC, CENTRAL PACI-UNION PACIFIC, DENVER and RIO GRANDE, FIC, UNITED PACIFIC, DENVER and and NORTHERN PACIFIC RAILWAYS; also the RIO GRANDE, and NORTHERN PACIFIC CANADIAN PACIFIC RAILWAY on payment of RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to

Passengers holding Orders FOR OVER-

Particulars of the various routes can be had Special rates (first class only) are granted to Missionaries, members of the Naval, Military,

Officers in the service of China and Japan, and to Government officials and their families. . Through Bills of Lading issued for transportin Mexico, Central and South America, by the

Freight will be received on board until 4 r.m. Packages will be received at Office until 5 P.M. the day previous to sailing, Parcel Packages same day; all Parcel Packages should be will be received at the Office until 5 P.M. same marked to address in full; value of same is day; all Parcel Packages should be marked to address in full: value of same is required. Consular Invoices to accompany Cargo des-

Consular Invoices to accompany Cargo des-P.M. the day before sailing. The Contents and lined to points beyond San Francisco in the tined to Points beyond San Francisco, in the For further information as to Passage and

Freight, apply to the Agency of the Company,

J. S. VAN BUREN, Agent.

"TRIESTE," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company,

From Trieste, ex S.S. Imperator transhipped

From Venice, ex S.S. Cariotta & Massimiliana Optional Cargo will be discharged here unless STEAMERS. No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before

Parramatta.. 4886 Mar. 27 Mar. 31 April 6 No Fire Insurance has been effected, and any

SPEED.

PUNCTUALITY:

TAKING CARGO AND PASSENGERS TO

JAPAN, THE UNITED STATES,

MEXICO,

CENTRAL AND SOUTH AMERICA

THE OVERLAND RAHAVAYS,

· ATLANTIC AND OTHER CONNECTING

\* STEAMERS.

FIVE INLAND SEA OF JAPAN AND

'HONOLULU.

PROPOSED SAILINGS FROM HONGKONG,

Nagasaki, Kobe, In- ( Saturday, 20th Jan.,

Nagasaki, Kobe, In- (Tuesday, 13th Feb., land Sea, Yokohama ( at Noon.

Nagasaki, Kobe, In- (Saturday, 10th Mar.)

"COPTIC!"

Through Passage Tickets granted to Eng-

All PARCEL PACKAGES should be marked to

For further information as to Freight or

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

PORTS, PLYMOUTH AND LONDON.

PERSIAN GULF, CONTINENTAL and

AMERICAN PORTS.)

" MASSILIA,"

Captain C. Gadd, carrying Her Majesty's Mails,

will be despatched from this for BOMBAY, &c.,

on SATURDAY, the 20th instant, at Noon,

Silk and Valuables, all Cargo for France,

and Tea for London (under arrangement) will

be transhipped at Colombo into a steamer

proceeding direct to Marseilles and London;

other Cargo for London, &c., will be conveyed

Parcels will be received at this Office until 4

Shippers are particularly requested to note

the terms and conditions of the Company's

Bills of Lading

STEAM FOR

Hongkong, 26th December, 1800

S. VAN BUREN, Agent.

land, France and Germany by all trans-Atlantic

" at Daylight.

at Noon.

Coptic (via Shanghai, )

land Sea, Yokohama

Gaelle (via Shanghai,

and Honolulu).

and Honolulu).

Dorie' (via Shanghai,

land Sea, Yokohama (

and Honolulu) - 712

tained upon application.

previous to sailing.

San Francisco.

Oueen's Building.

THE Company's Steamship

AND EUROPE; -

AND THE UNITED STATES.

PROPOSED SAILINGS FROM HONGKONG. EMPRESS OF INDIA ... Comdr. O. P. Marshall, R.N.R... WEDNESDAY, 14th February.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Japan Governments.

through which the Railway passes.

Probler's Street. OCCIDENTAL AND ORIENTAL CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY. STEAMSHIP COMPANY.

HONGKONG TO SAN DIEGO AND VIA INLAND SEA OF JAPAN AND

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, The UNITED STATES, &c., Cartiste City..... | 3,002 | about | Jan. 20

THE Steamship will be despatched for SAN DIEGO and SAN FRANCISCO, VIA KOBE, YOKO-

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same on SATURDAY, the 20th instant, at Daylight.

For futher information as to Freight or

to Government officials and their families. STEAMSHIP COMPANIES. barking at San Francisco for China or Japan

PROPOSED SAILINGS FROM HONGKONG.

Visiting Brothren are cordially invited to attends NORTHERN PACIFIC RALLWAY

Abergeldie ...... | 3,777 | J. Murray ... | Jan. 27.

Excellent accommodation. First-class Ta-HONGKONG TO NEW YORK LAF-

he first class ATLANTIC MAIL LINES. Rates or Passage to other Points on application.

Through Bills of Lading issued to Pacific Ports.

Coast Points, and to Canadian and United States Points. Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the Preight Agent, Paconia, Wash., or Portland, Or. (whichever may be the destination of

previous to sailing. For further information apply to DODWELL & CO., LIMITED.

For further Particulars apply to H. A. RITCHIE, Superintendent

Value of all Packages are required.

## PACIFIC MAIL STEAMSHIP CO. HONOLÜLÜ.

\*Algoa (via Moji, Kobe, ) Saturday, toth Feb.,

and Honolulu) ..... City of Rio de Janeiro (via Shanghai, Naga-

Honolulu) ...... (\* Taking Cargo only.) THE U.S. Mail Chartered Steamship

will be despatched for SAN FRANCISCO. via MOJI, KOBE, YOKOHAMA & HONO-LULU, on SATURDAY, the 10th February,

LULU, and Passengers are allowed to break and passengers are allowed to break their journey at any point en roule. Through Passage Tickets granted to England, Through Passage Tickets granted to England. France, and Germany by all trans-Atlantic France and Germany by all trans-Atlantic lines.

CENTRAL PACIFIC, UNION PACIFIC. direct connecting Railways, and from Chicago Particulars of the various routes can be had to destination the choice of direct lines.

officials in the service of China and Japan, and Diplomatic, and Civil Service, to European

Collector of Customs at San Francisco.

Queen's Building

Hongkong, aist December, 1800.

## PHILIPPINES AFFAIRS.

A number of old friends of General Aguinaldo resident in Hongkong, who are carrying on regular correspondence with the latter, stoutly deny the allegations contained in a special telegram from Hongkong published by the Hsiaochun Camp, and when he might be ex-New York World on 5th December, that (4) Aguinaldo to place himself at the mercy of the high wind of long continuance drifting the kong announced that Aguinaldo is ready calculation. But his Excellency has probably Glasse, Mr.

the struggle for independence. admitted by President McKinley in his Message | Meantime the reign of terror in many counties | Hudson, Lt. A. K. of 5th December to Congress that "the future has continued in a somewhat milder way than of the Philippines rests with Congress," and before, but in a degree sufficient to cause acute Hold, J. G. the past year and the stubborn resistance offered Roman Catholics and Protestants, though a few Haimovitch, E. by the Filipinos to the establishment of outsiders have begun to be implicated also. In him by the Hongkong correspondent of the New York paper.

## SHIPPING REPORTS.

Captain G. H. Bowker, of the steamship Chersang, from Shanghai and Swatow, reports: the to moderate northerly wind, fine clear

Captain W. Miller, of the steamship Pacting, from Wuhu, via Chinkiang, reports: - Moderate various winds, smooth sea, clear and fine weather throughout.

Captain A. Fripp, of the steamship Hong

Leong, from Singapore, reports: From Singapore to Hongkong had light to moderate monsoon and fine clear weather throughout. Captain Steeves, of the steamship Dardanus, from Moji, reports :- Left at noon on the 10th had strong N.W. winds and squally to Ou Sa'

Light, then moderate N.W. and N. winds to Turnabout, thence to port moderate N.E. wind and clear weather. Captain S. Gibson, of the steamship Hailoung. from Tamsui and Amoy, reports :- Tamsui to Amoy strong N.N.E. wind, rough sea and fine clear weather. Amoy to Hongkong strong

# MUD-FLAT NORTH.

. N.E. wind, rough sea and fine cloudy weather.

Vessels in Amoy on the 14th inst.:- Formosa,

Haimun, Lee Yuen, and Bellerophon.

(From our own Correspondent.)

THENTSIN, January 4th. A slight stir is taking place in Peking in matters generally. Rumours are again rife that the Emperor will be dethroned before China New Year, in which case another coup delat may have occurred before this reaches The most significant indications of coming change in Chinese opinion are the fact that all the Empress Downgers' enemies have been invited to or are actually now in the capital and consequently within her reach and also that in spite of his improved health the Emperor is caused to pronounce himself as unfit to lead the customary New Year procession of princes and high officials to the Huang Chi Gate of the Palace, and has instead been invited to pay his respects to the Empress Downger privately in the Chien Ching Kung. I'e is afterwards to receive officials himself. It seems not at all improbable, that we may hear in a few days time that the poor young man has become seriously ill; perhaps even of his death.

In foreign circles some little stir has been caused by the railway concessions granted to "Belgium", against which the British Minister is said to have protested, on the ground that the line from Kaitong to Honaniu was formerly demanded by the · Peking Syndicate and refused, and we are supposed to have obtained from China an Arnold A. K. assurance that no privileges would be granted. Angier, A. G. to other powers which we cannot participate Abraham, J. in, or have an equivalent. Quite as significant Ah Fong, Miss and quite in harmony with this concession is Amoy, Fanny a recently sent in memorial from the acting Governor of Shansi against minning and rail- Armstrong, A. way operations in that province, that they may | Alves & Co. Messrs. be stopped immediately. This is of course a Ancel, E. direct and flagrant breach of China's contract, All, Miss if the memorial is sanctioned that is, which it is extremely likely to be, if as appears obvious | Bingham, Mr. & Mrs. Russia is moving in the matter.

Sir Claude MacDonald is, I believe, moving in this matter also, but he will have to move to some purpose to save the situation, I think. I cannot say that my sympathies are much with the Syndicate as a body, only as being representatives of a British concession and that an important one. I think they have wasted a great deal of valuable time and made a tremendous mistake in 'not squatting on their ground directly it was granted. The concession should have been marked out and actually appropriated at any cost, and not left as an inducement to unscrupulous officials or rivals | Bennemer, Mr. while surveyors and financeers merely boasted of its merits in London. That is not the way to Baring, T. do things in China. It is not enough to Banibago, E. M. earmark concessions. You must sit on them a Biby, Angan la Russe and defie anyone to lift you off. Beyond the fact that J. W. Briston is in Peking, Ballard, Anna and an office somewhere in Shanghai nothing | Brennes, C. Is known here of the Syndicate's doings, or whether the necessary capital is raised, or in Burnett, L. C. short what they are walting for. All this has | Crook, Miss H. C. given Russia ample time to construct a rail- | Charlis, W. D. way concession right round three sides of the Cum Yi, W. S. Syndicate's ground, and the officials to cook | Close, C. G. up an objection in her interest, which will be Churchill, W. nominally based on Feng-shiu or some such | Christensen, Mrs. B. evergreen reason. It is quite in the natural Crooback, H. order of things that all this should occur while Cowell, J.-M. England is up the eyes in work elsewhere, Capps, W. L. though Reuter's recent message about a heav- Cranston, Miss E. enly international agreement anent the "Open J Clarke, S. J. Door " would seem to infer that China has not | Craig, Miss A. been dropped out of the Foreign Office map in | Chumesba, W. A. spite of the Transvaal. As the mail closes this evening Tientsin will | Chinevala, S. F.

be flocking en masse to our public hall for the | Crook, Miss N. C. great function of the evening, the first Masonic Connery, R. H. Ball in this Port, and the Masonic Body are Chan Yau Wing certainly doing things handsomely. Some 250 Church, Mrs., F. guests have accepted out of a possible 360, which | Dawtershaw, Mrs. not had for the Wee Northern Port, and we have private dinners, dances and theatricals on | Durant, A. the tapis galore. The weather is intensely cold this season, but as yet the dreaded wind and Delen, Mrs. L. dust are hanging back. It is pure, calm, un- D'Arey, Mrs. E. adulterated below zero and for the most part below 20° with the river fast bound right up. the ground and the snow like iron.

# NORTH-WESTERN SHANTUNG.

December 26th.

THE GOVERNOR'S MOVEMENTS. During the past week every one, has been asking when the new Governor started from pected at the capital. A few days before "the Filipino Innta at Hongkong advised Christmas a tremendous snow-storm with a United States:" (b) "the Filipinos in Hong- snow greatly impeded travel, upsetting every to surrender if Consul General Wildman will reached his destination by this time, and it is a Gohde, Mrs. G. receive him at Manila." These close friends matter of the greatest interest to watch how of the Philippine Leader say that there is, as long a time will clapse before his presence Goldman, G. far as they are aware, not a vestige of truth in | begins to be, felt. Three week's camping of or justification for these flights of imagination. his troops at Techou on the edge of the pro- Goldshly, S. They say they never suggested (nor did they | vince has been for the most part entirely with- | Galgoczy, Josephine v ever dream of such a thing) anything of the out effect, except upon a lew local Boxer kind to General Aguinaldo or anyone else. On camps in that country. This is because there Guibert, E. the contrary, they say they have received letters is a deeply rooted conviction that these troops Guentz setting forth that the National Government is have no relation to the suppression of the Gracia, L. as fully determined as ever before to continue uprising, but will be as useless as those belong. Galey, ing to the province have for the most part prov- Ghyke, Mr. and Mrs. In view of the well known fact and as is ed-not always indeed, through their own fault. Gregory Miss L. after all that has occurred in the islands during misery to a great number of people, mainly Heward, J. C. American authority throughout the archipelago, all these cases the local officials have consistently Hill, Mrs. is certainly seems improbable that on the eve reported that within their borders all is "peace of the assembly of Congress the Philippine and granquility," and if there were any rumours Leader should have either directly or indirectly, to the contrary, it was because the foreigners made a communique of the nature attributed to persisted in listening to the "unfounded misrepresentations" of their clients. These official Hopkins, R. G. denials of the most flagrant outrages have been tossed about by an incessant repercussion from the district Magistrates to the Taotais, and from them to the Foreign Office in Peking, and Hoffman, G. M. thence by the appropriate channels back again, Howard, Miss M. Captain Rolfe, of the steamship' Vuenzang, the result being that in most cases nothing | Hunt, G. from Manila, reports: Fine with fresh mon- whatever has been done toward righting the terrible wrongs which are illuminated by the glare of hurning villages and pillaged homes. IN THE CHIMLI PROVINCE: there have been at least three engagements

during the past week between the troops and the Boxers, one of which was about ten li to the north-west of the city of Chingchou. The soldiers report that on this occasion about sixty were killed, and a hundred taken prisoners, many of whom were released on the security of any one who would testify that they were only harmless villagers. Even so there still remain fifty or so in custody, some of whom are leaders In each case these seem to have been Buddhist priests, a fact which throws considerable light on the animus of the rising. The other actions were also destructive to the Boxers, who are badly armed, and can make no proper stand. But they have contrived to get into universal circulation the industriously propagated report that all those who were killed were only innocent spectators, whereas the genuine Boxers are still assembled, and alleged to be anxious to try conclusions with the troops from Lut'ai, who have defeated them once, and could easily do it a hundred times in succession. The London: Mission Station of Hsiaochang in the subprefecture of Chichou has been the centre of a storm of ruin, eighteen of their villages having been pillaged, and the immunity of their mission compound only secured by the presence of a body of eighty cavalry and infantry, and a large supply of arms in the possession of those who were in a measure beleaguered. The arrival of four Generals within this district with a large number of regiments, ought to put an end to the disgraceful turbulance with which this region has been cursed for more than half a year. But there, as in Shantong,

THE VITAL QUESTION . is not whether the insurrection will be "put down," which is as easy as to scatter a flock of, Kohn, Siegfried. wild ducks by the arrival of a boat full of hunters. The ducks simply fly to other and more inaccessible waters. The boat is safe, and so are the ducks. What is imperatively necessary is that all the principal leaders should be promptly arrested and dealt with as Chinese law requires. Nothing less than this, nothing, other than this, will give any guarantee for the future. The safety of every foreign interest in China, as well as the well-being of the Chinese themselves, require that this step should be forced upon the Chinese authorities by the foreign Powers interested, in case they do not take it of themselves, as it is greatly to be hop-. ed they will .- N. C. D. Nove Cor.

## UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie un-

claimed at the Post Office :--Kyrican Kuster Kane, Mrs. O. Lochemder, Lord Lillie, J. J. Alekseiff, M. Lanka, J Lambir & Dodge, J. E. Lourenthal, J. Linse, M. H. Laloubere Lee, C. A. Lieut, Barker, A. M. McClelland, Miss Moseley, Mrs. M. E. Barton, W. T. Maitland, R. A. Bückendorff, A. Mason, Miss F. O. Brown Bros., N. P. Maitre, C. E. Butt & Co. McGovern, P. McCoughan, E. L. Madegain, G. Bisset & Co., Messrs. Maligany, C. Moore, Mrs. M. Baronian, Z. S. Mui Yung, Mrs. Butler, Mr. and Mrs., Montilla, T. Bourdonnel, B. de Mowrer, F. R. Masanor, Miss Murray, P. H. Maisumotise, Miss Mothichundi, A. K. Mordicai, S. R. Mayeda, O. Macuse, M. A. Macay, A. R. Musze, Paul Mare, G. L. Niven, L.

Noris, Miss A. Nagrata, T. Natsubara, J. Ovisha, Mrs. Ohatsu, Miss Otatsu, Mrs. Ogden, F. L. Otsuna, M. Okane, Miss Otomo, Mrs. Oshigo, Miss. Prynn, F. J. Piesse, C. Pierce, Mrs. P. Clifson, G. Pierce, W. Polter, Rev. H. C. Philippas, J. Pijnappel, J. H. Pierson, Miss Perrine, Mrs. R. L. Peters, M. Pantuch, J. Ducat, Capt. C. M. Pitrot, R. Parker, Mrs. A. Pouse, S. E. Packarse, R. Dubbers, A. Putman, J K. Davidson, N. J. Payot, H.

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Ice-House Road. S now in a position, in his New and Commodious Premises, to colipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony Lin any part of the Far East. GI JPS AND VIEWS

Hongkong, 22nd September 1808. AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Post Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones, Ladies and Children's Under-clothing Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required,

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters. Hongkong, 22nd April, 1892.

## NOTICE. NIOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours :--TULENHUN, American schooner, Melander-· Master.

# NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have This Day been THE Company's Steamship removed to No. 50, QUEEN'S ROAD L CENTRAL, Second Floor, (the premises formerly occupied by Messrs. Powerr & Co.) Captain Towell, will be despatched as above to which address all communications should on TUESDAY, the 6th February. be addressed. ETH. F. SKERTCHLY,

Managor. Hongkong, 1st May, 1899.

# Shipping.

STEAMERS. DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE Company's Steamship "HAITAN," Captain Roach, will be despatched for the | Captain Gibson, will be despatched for the above Ports, TO-MORROW, the 16th instant, above Ports, on WEDNESDAY, the 17th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers. Hongkong, 15th January, 1900.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANUA. THE Company's Swamship

"YUENSANG," Captain P. H. Rolfe, will be despatched as above TO-MORROW; the 16th instant, at 4 P.M. This Steamer has Superior Accommodation

for First Class Passengers. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, 12th January, 1900.

LIMITED. FOR SWATOW, AMOY AND TAMSUL THE Company's Steamship

THE OSAKA SHOSEN KAISHA,

"TAMSUI MARU," Captain K. Sobajima, will be despatched for the above ports, on WEDNESDAY, the 17th instant, at Davlight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Hongkong, 10th January, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE. THE Conipany's Steamship ""SZECHUEN,"

Captain Hall, will be despatched as above on WEDNESDAY, the 17th instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

- Agents. Hongkong, 12th January, 1000. CHINA NAVIGATION COMPANY,

LIMITED. FOR MANILA.

THE Company's Steamship "TAIYUAN,"

Captain Nelson, will be despatched as above on WEDNESDAY, the 17th instant, The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated

forward of the Engines. A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Passage, apply to BUTTERFIELD & SWIRE,

Agents. Hongkong, 10th January, 1900. CHINA NAVIGATION COMPANY,

LIMITED. FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship " TAIYUAN,"

Captain Nelson, will be despatched on WEDNESDAY, the 17th instant. The attention of Passengers is directed to the Superior Accommodation offered by this

Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. N.R .- Return Tickets issued by this Company to and from Australia are available for

return by the Stenmers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa. For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Hongkong, 10th January, 1900.

"SHELL" LINE OF STEAMERS. FOR GENOA AND MARSEILLES. THE Company's Steamship

"TROCAS, Captain Moses, will be despatched as above on or about the 17th January, 1900.

For Freight, apply to ARNHOLD, KARBERG & Co., Hongkong, 27th December, 1800 INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED. FOR SINGAPORE, PENANG AND CALCUTTA. THE Company's Steamship

, "TAISANG," Captain Sawer, will-be despatched as above on THURSDAY, the 18th instant, at 3 P.M. For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers. Hongkong, 10th January, 1900. QCEAN STEAMSHIP COMPANY.

POR LONDON VIA SUEZ CANAL. THE Company's Steamship "ANTENOR,"

Captain Jackson, will be despatched on TUESDAY, the 23rd January. -For Freight, apply to BUTTERFIELD & SWIRE,

Hongkong, 11th-November, 1899. [15393 "SHELL" LINE OF STEAMERS. FOR LONDON.

THE Company's Steamship "COWRIE,"

Captain Davies, will be despatched as above gn or about the 31st January, 1900, For Freight, apply to ARNHOLD, KARBERG & Co.,

Agents. Hongkong, 27th December, 1899. . [1613a OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

/ "MENELAUS,"

For Freight, apply to BUTTERFIELD & SWIRE,

# Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUL FOR SWATOW, AMOY AND FOOCHOW. THE Company's Steamship

at Daylight. For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,

General Managers. Hongkong, 13th January, 1900. CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOURABAYA L'HE Company's Steamship

Captain Somerville, will be despatched as above on THURSDAY, the e5th instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Agents. Hongkong, 13th January, 1899. EASTERN AND AUSTRALIAN STEAM-SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENS-LAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN," Captain Ellis, will be despatched as above on SATURDAY, the 27th instant, at Noon, This New Steamer is specially fitted and Stone against White Auts, Decay, Fungus for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Pro-

visions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly qualified Surgeon are, carried. N.R .-- Return Tickets issued by this Company to and from MANHA, are available for

return by the Steamers of the CHINA NAVIGA-

TION COMPANY and vice versi. For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agentsa Hongkong, 8th January, 1900.

SHEWAN TOMES & CO'S, "NEW YORK FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship "QUEEN ELEANOR," will be despatched for the above Port, on or

about the 1st February. To be followed by The Steamship

about the 25th February, 1900. For Freight, apply to SHEWAN, TOMES & Co.,

Hongkong: 3rd January, 1900. CHINA NAVIGATION COMPANY. LIMITED.

FOR MANILA: THE Company's Steamship

Captain Anderson, will be despatched above on THURSDAY, the 15th February. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the [42] Vessel is fitted throughout with Electric Light. For Passage, apply to BUTTERFIELD & SWIRE,

Agents. Hongkong, 6th January, 1900. CHINA NAVIGATION COMPANY,

LIMITED. FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE. THE Company's Steamship

"TSINAN; Captain Anderson, will be despatched on THURSDAY, the 15th February, at Noon. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-cluss Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provi-

sions during the entire voyage. A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric I ight. N.B .- Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE. Hongkong, 6th January, 1900.

OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL. THE Company's Steamship

"STENTOR," Captain - Jackson, will be despatched on TUESDAY, the 20th February. For Freight, apply to BUTTERFIELD & SWIRE,

Agents. Hongkong, 12th January, 1900.



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D. NOMA. No: 12, Beaconsfield Arcade, Opposite the City Hall. Hongkong, 16th December, 1899.

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T HAVE been appointed Agent in Kowloon for the sale of the CELEBRATED AERATED WATERS, manufactured by A. S. WATSON & Co., L.D., which can always be. had at my shop in Kowloon at the same Prices that are charged in Hongkong. H. RUTTONJEE,

21 & 22, Elgin Road, Kowloon. and January, 1900.

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With the Ulmbet Success. Thoroughly reliable preservative for Wood

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TYMANOND MERCHANTS, JEWEL. LERS AND WATCHMAKERS. Sole Agents in the East for the amaigamated CLEMENT, HUMBER and GLADIATOR Co., Ld. DUNLOP TYRES'S BICYCLES -PRICE ... \$160. A special reliable Watch made for this Climate.

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NOTICE. THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.



AVOID ALL RISK OF OUTBREAK BY ITS USE. W. G. HUMPHREYS & Co., Bank Buildings. Hongkong, oth March, 1897.

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Hongkong, 27th September, 1898.

THE NEW FRENCH REMEDY. This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others,

combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed. THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this

kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless. THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary sympetoms, disease of the bones, sore throat, and alldiseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and throughly

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THERAPION may be procured at 2/9 and 4/o per package, of the principal Chemists and Merchants throughout the world. In ordering the purchaser should state which of the three numbers he requires, and observe that the ment, Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

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| Intimation.   | The Share Market.  | VISITORS AND RESIDENTS AT THE<br>PEAK HOTEL.  | Time Control of the Control of Co | THE FRENCH SQUADRON.   | Gun-boats.   |
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| THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.   |  | Bermdoague, Mr. Louis Kofod, Capt.<br>Brayne, Mr. H. F. R. Lee, Mr. J. E.   | Ichang.  | De La Croix de Castries, at Haiphong.  D'Entrecasteaux, 1st class cruiser. 8.714   | Oshima, 640 tons, 10 guns, 1,200 h.p., at Sascho.  Akagi, 620 tons, 10 guns, 700 h.p., at Kure.                      |
|   | (January 15th.)  Companies. Paid up Latest   | Bruce, Admiral & Mrs. Longuet, Mr., and M. and maid C. W.   | Fireheard and place much as  | Marolles, at Saigon.   | Maya, 620 tons, 10 guns, 700 h.p., at Kure.  |
| HONGKONG EXCHANGE,<br>OPEN DAY AND NIGHT.   | Capital. quotation.  Banks.  | Bure, Mr. P. Marc, Madame St. Clarke, Capt. and Mrs. Martin, Mr. R. A. C. Mitchell, Mr. R.  | Handy, twin screw, torpedo-boat destroyer,   | THE TOTAL COLOR OF THE SELECT  | Iwaki, 600 tons, 6 gins, 400 h.p., at Yokosuka.  |
| SUBSCRIPTIONS.  | Hongkong & Shang-<br>hai Banking Cor-  | Dann, Mr. G. H. Mounsey, Mr. and Mr. Denison, Mr. A. L. O'Gorman, LtCol. Th   | tons, 6 guns, 4,000 i.h.n. Hongkong  | Saigon.  Jean Bart, 1st class cruiser, 4 too tons, to cure   | Chin Hoku, 490 tons, 5 guns, 472 h.p.  |
|   | The Bank of China & Japan, Limited—  | Dræze, Mr. F. J. Haver Peters, Dr. Marx<br>Elsdale, Colonel H. Pollock, Hon. H. E.  | Iphigenia, 2nd class cruiser, 3,600 tons, 8  | 8,000 i h.p., Capt. Aubin, at Kwang-chau-<br>wan.<br>Kersaint, 3rd class cruiser, 1,243 tons, 13   | Torpodo-gunbont  |
| XCHANGE LINES, \$80 Per Annum.  | (Preference) £ 5 Nominal  The Bank of China & Japan, Limited—                      | Forbes, Mr. A. Rumsey, Comdr. R. A. Fraser, LtCol. A. R. Sinclair, Mr. A.   | Hongkong, Linnel, gun-vessel, 756 tons 2 heavy guns  | Portail, at Saigon.  | Jaisula, 875 tons, 6 guns, 5 torpedo tubes, 5,500 h.p., at Yokosuka.   |
| PRIVATE LINES, \$100 Per Annum.   | The Bank of China  | Gompertz, Mr. H. H. Smith, Mrs. Albert<br>Gorges, Colonel E. H. Smith, Mr. A. Findlay<br>Gros, Mr. Edward F. Stokes, Mr. A. G.  | Smythe, Wuchow.  | Amet, Kwang-chau-wan.  Pascal, 2nd class protected cruiser, 4,000 tons,  | 1 Murasumo, 270 tons, at Ulina.  |
| NO CHARGE FOR INSTALLATION.   | & Japan, Limited— (Deferred)   | Hallifax, Mr. and Mrs. Stokes, Mr. A. P.<br>E. R. Thomson, Mr. O. D.  | Burke, Hongkong.  Peacock, 1st class gunboat, 775 tons 6 guns  | 30 guns, 9,000 i.h.p., Capt. M. Motet. at  | Lugiri, 279 tons, at Takeshiki.  |
|   | Do. Founders £ 8 \$26  Do. Founders £ 1 \$20  Marine Insurances.                   | Hillerbrendt, Capt. Wardwell, Miss<br>Iburg, Mrs. Wheeler, Mr. G. H.  | Phanix, British gunboat, Lors tons, Comdr  | * Flagship of Vice-Admiral Courrelation  | Kolaka, 190 tons, 6 tornedo-tubes, 1 400 h n   |
| I.B.—A special charge is made for lines of more than average length.                                | Union Ins. Society of Canton, Ld. \$ 50 \$235                                      | John, Major G. R. St.  CRAGIEBURN.  | Cochran, Hongkong.  Pigny, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., LieutComdr. J. F. E. Green,  | THE GERMAN SQUADRON.   | Satramuot, torpedo-boat, 278 tons, Comdr.  |
|   | China Traders' Ins. Co., Ld  |   | Wei-hai-wei.  Plover, 1st class gunboat, 453 tons, 6 guns,   | Gansa,* German cruiser, 6,400 tons, Capt. Pohl,  | 7 boats (Kobe), 56 tons, z torpedo-tubes, 525  |
| CRIPTION IN STOCK. INCLUDING:—  | Yangtsze Ins. Assoc. 25 Tls. 180   | Flynn, R.N. Rev. F. Snow, Mrs. O. F. and  | Redpole, British gunboat, 80s tons Capt F F  | Usedom, at Honykong.   | 1.400 h n  |
| PATTERIES,  | Ld   | Libeaud, Mrs. Volpicelli, Consul Volpicelli, Madame   | Canadalan Daisid Shanghai.   | rene; German cruiser, 4.400 tons, 22 guns.   | 2 boots (Schichau), 90 tons, 3 torpedo-tubes,<br>1,300 h.p.<br>4 boats (Yarrow), 40 tons, 3 torpedo-tubes,           |
| CHEMICALS,  | Fire Insurances.   | Simonds, Capt. C. B. Wilson, Mr. J. R.A. Wood, Mr. J. R.  | Swift, gun-vessel, 756 tons, 2 heavy guns, 4 /6-pounders, 870 i.h.p., Hongkong.  | aguar, German cruiser, Captain Kinderling, at Shanghai.  | to boats (Yarrow), 40 tons, 3 torpedo-tubes,   |
|   | Co., Ld  | OPIUM QUOTATIONS.   |  | Caiserin Augusta, German cruiser, 6,000 tons,<br>12 guns, 13,040 i.h.p., Captain Gulich, at  | Miscellancous, Tokizva, at Yokosuka.   |
| I IGHTNING CONDUCTORS   | Ld   | New Patna   | Tweed, coast desence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut. Comdr. H. E. Hill- man, on the West River.  Undaunted, 1st class cruiser, 5,600 tons, 12  | * Flagship of Admiral Fritze.  | Fuso, at Kure. Naniwa, at Yokosuka. Rinjo, armoured cruiser, 2,530 tons, 10 guns,                                    |
| Switches,   | Macao Steamboat Co., Limited   | New Malwa   | guns, 8,500 i.h.p. Capt 1 G Glad B   | tennington, U.S. gunboat, 1,710 tons, 6 guns,  |  |
| TYTING A  | Indo-China Steam Navigation Co., Ld. China & Manila S.S.                           | Persian, paper tied840/850  | Wei-hai-wei.   | astine, U.S. gunboat, 1,177 tons, 8 guns, 2,100  | Manjin, sailing-ship, 877 tons, 6 guns,  |
| V V   | Co., Ld  | Best Quality  | mander W. P. Dawson, Hongkong.  Whiting, twin screw, torpedo-boat destroyer  | eltic, U.S. supply-ship, 6,428 tons, 1,890 h.p.,<br>LieutComdr. N. I. K. Patch, at Manila  | Tsukuba, wooden screw steamer, 1,989 tons,   |
|   | Co., Ld. \$50 \$51<br>China Mutual S. N.<br>Co., Ld.—(Pref.) £ 10 £9.15 buyers     | VESSELS IN PORT.  | Kelly, Hongkong, LieutComdr. E.  | h.p., Comdr. S. M. Ackley, at Manila.  | (used as training ship.)  Asama, sailing corvette, 1,420 tons, 12 guns, at Yokosuka.                                 |
| ELECTRIC BELL INSTALLATIONS.  | China Mutual S. N. Co., Ld.—(O'ary) £ 10 £9.10/- China Mutual S. N.                | Steamers.  COPTIC, British steamer, 2,744, J. C. Rinder, R.N.R., 11th Jan.,—San Francisco 13th  | Woodcock, British gunboat, 2 guns, 560 h.p., G   | ulgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila. lacier, U.S. supply-ship, LieutComdr. J. B.   | finger wooden paddle-steamer, 1,465 tons, 2  |
| Erected and kept in order.  | Co., Ld.—(O'ary) £ 5 £4.15 Star Ferry Co., Ld \$ 10 \$20} "Shell" Transport &      | Dec., and Shanghai 9th Jan., Mails and<br>General.—O. & O. S. S. Co.<br>DAPHNE, German steamer, 1,292, Th. Nissen,  | Woodlark, British gunboat, 2 guns, 550 h.p.,   | felena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Condr. E. K. Moore, at Marila  | (used as torpedo training ship.  |
| Estimates given for all kinds of Electrical   | Trading Co., Ld £100 £240 Refineries.  | Siemssen & Co.  | 36, 37, and 38, first-class; and 2 second-class  | LieutComdr. W. H. Everett, at Manila.  | RIVER STEAMERS, SCHOONERS,<br>AND LORCHAS.   |
|   | China Sugar Refining Co., Ld \$100 \$120 Luzon Sugar Refining                      | DEUTEROS, German steamer, 1,001, E. Peter-<br>sen, 12th Jan.,—Saigon 7th Jan., Rice.—<br>Siemssen & Co.   | Miscellaneous. M   | fonadnock, U.S. double-turret monitor, 4.000   | Falshan, British steamer, 1,425, J. Dick,— Hongkong, Canton, and Macao Steamboat                                     |
| ained Mechanicians sent to Out-Ports to fit up Installations if required.                           | Co., Ld \$100  \$47   Mining.  | DEVAWONGSE, British steamer, 1,057, Richard<br>Curtis, 13th Jan.,—Bangkok 4th Jan.,<br>and Ang Hin 5th, General.—Yuen Fat   | Presidento Sarmineto, Argentine cruiser, 2.850 M   | McGowan, at Hongkong.  Tonocacy, U.S. gunboat, 1,370 tons, 6 guns,   | Ho-nam, British steamer, 1,377, H. D. Jones,   |
|   | Ld. S 6 \$64   | DIAMANTE, British steamer, 1,225, R. W.   | Az   | 850 h.p., Com. G. A. Bicknell, at Shanghai.  | Co.  Powan, British steamer, 1,873, A. N. Patrick.—  |
| JIEADUKESS: IJ, PRAYA CENTRAL. [  | ference Shares \$ 1 \$1.30<br>Société Française des                                | EMPRESS OF CHINA, British steamer, 2 002 P  | FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.   | Leutze, at Manila.  anshan, U.S. collier, Lieut, L. A. Kaiser.   | Hongkong, Canton, and Macao Steamboat<br>Co.<br>Hankord, British steamer, 2,252, C. V. Lloyd,—                       |
| For full particulars &c., &c.,  | Charbonniges du Fes. 250 \$330<br>Queen Mines, I.d 25 ets. \$5.40                  | Archibald, R.N.R., 27th Dec.,—Vancouver, B.C. 4th Dec., and Shanghai 24th, Mails and General.—C. P. R. Co.  | The Russian Squadron.  | 16 guns, 11,111 h.p., Capt. G. F. F. Wilde, at Manila.   | Butterfield & Swire.  Hoi-tong, Chinese steamer, 400 tons, Captain Austen,—Chi Wo & Co.                              |
| W. STUART HARRISON.   | Trading Co., Ld S 5 3121   | HAITAN, British steamer, 1,183, J. S. Roach, 13th Jan.,—Foothow via Amovand Swatow  | Captain Jakovleff, at Nagasaki.  | and the state of t | On Steamship Co.   |
| Manager.  Hongkong, 18th January, 1808. F20 C   | Raub A'lian Gold<br>Mining Co., Ld 158, 10d. 8611<br>Divers Frechold               | HONGKONO, French steamer, 739, Bastian,   | h.p., Captain Elkisky, at Nagasaki.  Bobre, Russian cun-vessel, twin scrow, occupa-  | soo n.p., Comdr. Flarry Knox, at Manila.   | Pak Kong, British steamer,—Kwong Wan S.S. Co. Kong Nam, British steamer,—Chinese Owned.                              |
| VISITORS AT THE HONGKONG  | Mines, Ld \$ 5 \$9<br>Divers Freehold<br>Mines, Ld \$ 4186                         | Dec.,—Haiphong and Hollow 26th. Dec., General.—A. R. Marty.  JACOB DIEDERICHSEN, German steamer, 682.   | at Nagasaki.  Dimitri Donskoy, Russian armoured cruiser.   | heeling, U.S. gunboat, 1,000 tons, 6 guns,   | Hongkong and Macao.  Heungshan, British steamer, 1,055, W. E.  |
| ken; Mr. J. H. Lewis, Miss W. R.  | donian Gold Min.   | J. Bruhn, 12th Jan.,—Hothow 11th Jan.,<br>General.—Jebsen & Co.<br>KONOURA MARU, Japanese steamer, 1,354, K.  | Comdr. Sharon, at Nagasaki.  | Manila.  prktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila.  | Clarke, -Hongkong, Canton and Macao<br>Steamboat Co.   |
| gus, Mr. W. D. Lima, Mr. C. gus, Mrs. John Lord, Mr. H. ley, Mr. W. S. Macleod, Mr. and Mrs.        | Docks, Wharves sand, Godowns,  | —Dodwell & Co., Ld.   | nikff, at Nagasaki.  | 10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila.   | Macao and Canton.  Lungshan, British steamer, 141, Morrison,—  |
| ber, Mr. J. N. H. A. and children How, Mr. B. J. Macmillan, Mr. A. C.                               | iongkong & Wham-<br>poa Dock Co., Ld.   \$125 540 % premium                        | Kosai Maru, Japanese steamer, 1,418, J.<br>Nagao, 11th Jan.,—Swatow 10th Jan.,<br>General.—Nippon Yusen Kaisha.   | Miklashevsky, at Navasaki.   | Whitton, at Manila.  | Co. Kiangtung, Chinese steamer, t83. Holmes.   |
| ty, Mr. H. B. Mayston, Mr. J. Y. Hord, Mr. McCullugh, Mr. J. A.                                     | down Co., Ld \$ 50 \$88  | MENMUIR, British steamer, 1,980, S. J. George, 6th Dec.,—Sourabaya and Cheribon 25th Nov., Sugar,—Jardine, Matheson & Co.   | Koreyetz, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Sillmann, at Nagasaki. Ca. Mandjour, Russian cruiser, 1,213 tons, twin  | THE ITALIAN SQUADRON.  Italian cruiser, 7,000 tons, Capt. R. Cali, Shanghai.   | China Merchant Steam Navigation Co.  Canton and West River.  |
| ieres, Mr. & Mrs. Meser, Mr. & Mrs. E.  | lew Amoy Dock Co.,   | MONGKUT, British steamer, 859, N. G. Majer,<br>toth Jan.,—Bangkok 1st Jan., General.—<br>Butterfield & Swire  | at Nagasaki.   | ba, Italian cruiser, 2,720 tons, Capt. Cecconi,  | Lungklang, British steamer, 141, J. J. Lossius,  Hongkong, Canton and Macao Steam.                                   |
| tenhelm, Mr. and Neirop, Mr. Van<br>Irs. A. H. Nelson, Capt. & Mrs.                                 |  | PROGRESS, German steamer, 687, P. Brandt, 12th Jan., Touron oth Jan., Rice - Chi.   | auch LB  | giorello, singapore,   | Cily of Whampon, Chinese steamer, 40,—Ali  |
| . W. O'Neill, Mr. J. J. gdorff, Mr. T. F. Otis, Mrs. George L. H                                    | & Mortgage Co., Ld. \$ 10 \$10.15  | QUARTA, German steamer, 1,146, H. Johannsen,<br>11th Jan.,—Moii 6th Jan., Coals.—Sander   | 1,800 h.p., Capt. Zarine, at Nagasaki,  Otyazny, Russian armoured cruiser, 1,400 tons.   | casena, Shanghai.  comboli, Italian cruiser, 4,000 tons, 36, guns, 6,252 h.p., Capt. C. Bregante, Singapore  | Sun Chow, Chinese steamer,—Ah Yon.  Hongkong and West River.   |
| ler, Mr. A. and maid<br>ler, Mr. A. H. Otis, Miss<br>ter, Mr. H. B. Otto, Mr. A. K.                 | Co., Ld \$ 50 \$118<br>owloon Land and   | ST. PAUL, American steamer, 1,866, Hays, 10th<br>Jan., - Manila 6th Jan., Ballast.—Order.   | twin screw, 12 guns, 2,000 h.p., Captain Coprianoff, at Nugasaki.  Pantiat Azoton,* Russian cruiser, 6,000 tons, 36  | JAPANESE MENORMAR  | Sulkong, British steamer, 259, Kwong Wang Steamship Co.  |
| ey, Mr. E. Pacheo, Mr. A. S. Parnit, Mr. W. W   | Building Co., Ld., \$ 30 \$28'   | 13th Jan, Willey 7th Jan. General.  | Hongkong, Captain Niedermiller, at   | Shim: 1st class, 12,460 tons, 25 guns, 14,000  | Cheung Kong, Y. Kun, 58,—Kwong Wan S.S. Co. Lil, American lorcha.  |
| k, Dr. and Mrs. F. Robins, Mr. S. J.  | Ld. S to S124  | 13th Jan Kobe 6th Jan., and Moii 8th  | 22 guns, 1.1,500 h.p., Capt. Domojiroff, at Fuj  | //, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Yokosuka.   | Wuchow, British steamer, R. D. Thomas,— Hongkong, Canton and Macao Steamboat Co., J. M. & Co. and B. & S.            |
| son, Com. Pudsey Abbot, valet & maid  | Finance Co., Ld \$ 10 \$9.25.  Cotton Mills.                                       | TETARTOS, German steamer, 1,578, T. Desler, 8th Jan.,—Moii and Jan., Coal.—Sie, assen   | Rurik, Russian flagship, 10,940 tons, armoured Chi<br>twin screw cruiser, 1st, class, 48 guns,<br>13,500 h.p., Capt. Haupt, at Port Arthur.  | h.p., at Yokosuka.  Coast Defence Shins  | Canton and Macao Steamboat Co., J. M. & Co. and B. & S.  |
| roche, Mr. P. C. Robinson, Miss<br>roche, Mr. P. C. Robinson, Mr. W. G.<br>m. Miss Rolph, Mr. R. T. | ongkong Cotton<br>Spinning, Wenving  | TRITOS, German steamer, 1.033, P. Lassen  | Capt. Barronoff, at Nagasaki.  | statishima, 1st class, 4,277 tons, 25 guns,  | Lorchas and Schooners  |
| mmond, Dr. Rosenbaurm, Mr. E. Y. Mr. and Mrs. Scudder, Miss   | & Dyeing Co., Ld \$100 \$50<br>we Cotton Spinning<br>& W. Co., Ld Tls. 100 Tls. 55 | Sth Jan.,—Saigon 3rd Jan., Rice and General.—Siemssen & Co. TSINAN, British steamer, 1,459, O. Anderson,  | 14 guns, 8,500 i.h.p, Capt. Mollas, at Naga-   | 5,400 h.p., at Kure.<br>shidate, 1st class, 4,277 tons, 35 guns, 5,400   | Cutsing, lorcha, 160, Reynolds, Hongkong to Canton,—Hung Kum Sing.   |
| m, Mr. A. Spencer Simmins, Mr. H. er, Mr. M. R. Smythe, Mr. A. J. L.                                | M'fg. Co., Ld., Tis, 100 Tis. 6;   | Dec., Coal and General,—Butterfield &   | screw 13 guns, 1,200 h.p., Capt. Soubatin, Kon   | ngo, 2nd class, 2,550 tons, 13 guns, 2,035 h.p.,   | Post Office.   |
| dinning, Mr. H. Hamilton dard, Capt. Stoddart, Mr. L. B. in, Major and Mrs. Strong, Mr. C. R.       | Weaving Co., Ld Tls. 100 Tls. 711.   | PHILIDIS A 692918'  | tons, 16 guns, Prince Ouchtomsky, at Che-  | ef, 2nd class, 2,550 tons, 13 guns, 2,035 h.p., at Kure,   | A Mail will close:   |
| os, Mrs. Sullivan, Mr. H. R. So, Mr. H. S. Takamatsu, Mr. S. Ya                                     | ning Co., Ld Tls. 500 Tls. 375   | Admiralty.  | h.p., Com. Molchousky, at Lagasaki.  | Cruisers,  | For Singapore—Per Dardanus to-morrow,<br>ne 16th instant, at 9 A.M.<br>For Salgon—Per Tritos to-morrow, the 16th     |
| kawa, Mr. Y. Taylor, Mr. B.<br>derson, Mr. F. Taylor, Mr. H. Benedict                               | ning Co., LdTls. 100 Tls. 54 Miscellaneous.  | S. Wright, 26th Dec., - Hongay 15th Dec.  | guns, twin screw, 1,500 h.p., Capt. Rogulia, Chil  | 30 guns, 15,500 h.p., at Saseho.   | For Amoy and Singapore - Per Hong Leong morrow, the 16th instant, at 11 A.M.   |
| Thornton, Mr. P. C. Chaeberger, Mr. H. Trevoux, Mr. Ch  | ina-Borneo Co., Ld.   \$ 15 \\$15  | VALE OF DOON, British bark, 669, J. Peterson. 11th Dec.,—Rajang, Sarawak, N.B. 15th   | Zabiaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.  (lst and 2nd class.)   | so guns, 15,500 h.p., at Kure, 1st class, 2,800 tons, to   | For Swatow and Shangbai—Per Kingsing   |
| Vaughan, Mr. H. S. A. Waghorn, Mr. G.   | S. Watson & Co   | WARATAH, British schooner, 25, Haynes, 23rd<br>Eept.,—Takow 15th Sept., Ballast.—Mr. F.   | gorel, Russian torpedo bont, 23 tons, 1 gun, Yosh  | hino, protected cruiser, Ist class, 4,150 tons, 16   | For Manila—Per Yuensang to-morrow, the th instant, at 3 P.M. For Swatow, Amoy and Tamsui—Per Hul.                    |
| en, Mr. J. W. Walling, Mr. and Mrs. Hory, Mr. and Mrs. B. T. and child                              | Co., Limited 5 to \$10   | Ww. Hall,   | Nargen, Russian torpedo boat, 85 tons 4 guns. Tak  | 24 guns, 7,120 h.p., at Manila, achillo, protected cruiser, 1st class 3,700 V  | For Shanghai, Nagasaki, Kobe, Yokohama, ictoria, B.C. and Vancouver—Per Emperer of                                   |
| inson, Mr. J. O. Wenyon, Mr. and Mrs. Ho  | ongkong Electric Co., Limited  | and Die Jameire auch fall an in Alley   | Novorossisk, Russian torpedo boat, 87 tons, 4 Chin   | yoda, protected cruise, 1st class, 2,450 tons,   | For Manila, Port Darwin, Thursday Island.  |
| Mr. R. Whiley, Mr. & Mrs. W. 98, Major & Mrs. Whiley, Miss Holland Mrs. Whitlow, Mr. and Mrs. 10    | Gas Co., Ld  | TTTO TO THE STATE OF THE STATE | Podorosnik, Russian torpedo boat, 23 tons, 1 Taki  | tons, 30 guns, 10,000 h.p., at Yokosuka.   | dney and Melbourne—Per Talyuan on ednesday, the 17th instant, at 3 P.M.  |
| orn, Mr. E. A. W. Wild, Mr. and Mrs.  | Ld. 5 25 \$50  | ON THE CHINA STATION.   | Skorpion, Russian torpedo boat, 23 tons, 1 gun. Sum  | 26 guns, 8,500 h.p., at Saseho.  No. protected cruiser, 1st class, 3,150 No. protected cruiser, 1st class, 2,750 tons, the   | For Amoy, Shanghai, Chemulpo and agasaki—Per Kosai Maru on Wednesday, — 17th instant, at 5 P.M.                      |
| Mr. L. A. Worfield, Mr. and Mrs. H'<br>Mr. L. A. Zuniga, Mr. J. M. de                               | Tramways Co., Ld. 5100 \$145   | Hongkong, January 15th, 1900.  Alucrity, despatch-vessel, 1,725 tons, 10,6-pd.  | Sootchina, Russian torpedo hoat, 87 tons, 4 guns,  | Japan. Za guns, 8,500 h.p., at   | For Singapore, Penang and Calcutta—Per   |
| EXCHANGE Ho   | ongkong and China  | Smith-Dorrien, Singapore.   | 220 h.p., 16 knots. Sai-1  | yen, protected cruiser, 1st class, 2,300 tons,   | For Kobe and Yokohama—Per Milke Mary<br>Thursday, the 18th instant, at 3 P.M.<br>For Wuchow and Samshui—Per Wuchow   |
| Hongkong, 15th January. Ca  | Co., Ld \$ 10 \$16   | urora, British cruiser, 5,600 tons, Capt. E. H.   | 220 h.p., 16 knots.  Akit.  Sunguri, Russian torpedo boat. 140 tons  | sushima, protected cruiser, 1st class, at Manila.  | Thursday, the 18th instant, at 4 P.M. For Shanghai, Nagasaki, Kobe, Yokohama, molulu and San Francisco—Per Coptic on |
| Bank Hills, on demand 1/11.7/19 Dec. Credits, 4 months' sight1/11                                   | ern Agency, Ld £ 1 £1 nominal  | Barfleur, 1st class battleship, 13,000 tons, 14   | guns, 1,800 h.p., 22 knots.  Taka  | ako, 2nd class, 1,800 tons 34 guns, 5,000 h.p. Fri   | For Europe, &c., India, via Tuticorin-Per  |
| ERLIN, (demand),  | Oriental Ag'cy, Ld. \$ 4 \$2   | Gonaventure, 2nd class cruiser, 4,360 tons, 18  | (SEA GOING.)   | anta, 3rd class 1,600 tons, 10 guns, 5,630   | For Singapore, Penang and Bombay—Per sagno on Wednesday, the 24th instant, at  |
| EW YORK, Bank Bills, on demand47 Care Credits, 30 days sight48                                      | rmichael & Co., Ld. \$ 20 \$8  | guns, 9,000 i.h.p., Capt. R. H. J. Mont-<br>gomerie, U.B., R.N., Shanghai.  | guns, 2 torp tubes 1,100 h.p., speed 21 2 knots.   | 2,887 h.p., at Kure.   | A.M. For Europe, &c., India, via Tuticorin-Per   |
| MEAY, Telegraphic Transfer  | brau Planting Co.,   | h.p., Capt. R. B. S. Wrey, Hongkong.  | 3 guns, 2 torp tubes 7.80 h.p., speed 22 knots.  | rokosuka.  | A.M. Cor Samshui and Wunhow Peritty A.M.   |
| Private, 30 days' sight   | Description Property & Towns   | guns, 9,000 lapa, Capa, J. R. jellicæ, Hong-<br>kong,   | 19.7 knots.  | se seno.   | or Samshul and Wuchow Per Wuchow   |
| enf 100 touch, per tapl5370   |  | Comdr. C. Winnington-Ingram, Hankow.  | 1,800 h.p., 22 knots.  Tenri Flagship of Vice-Admiral Alexeics.  | iu, 1,550 tons, 10 guns, 1165 h.p., at Fusan.  | rinted and Published by ETHELBERT  |
| vet   | - sinfrahi shirtana. winter.   | Indymion, British cruiser, 7,350 tons, Capt. G.   | A Rivinghim of Page Admitted to the root   | son, 1,360 tons, 10 guns, 1,125 h.p., at FO  | RBES SKERTCHLY, at No. 50, Queen's   |